

Issue 194

18 November 1995

CBW

Coach and Bus Week

The PSV industry's news weekly

FENLAND TRIO TAKE OFF

Fowlers keeps faith with Scania



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Inside information on
refurbishment **Page 29**



TORR WITH RENAULT
Former Plaxton-man
gets fleet job **Page 55**

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TOYOTA OPTIMO**

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.
M.O.T. SEPTEMBER 1996

1992 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, grey/red moquette, floor mounted toilet at o/s rear, continental door, double glazed tinted side windows with sun blinds, courier seat, wired TV/video, power entrance door, finished all white.
M.O.T. MARCH 1996

1991 (AUGUST) LEYLAND SWIFT REEVE BURGESS HARRIER

37 seats, brown/orange moquette, power entrance door, finished white/beige/rose.
M.O.T. JULY 1996

1990 TOYOTA CAETANO OPTIMO

21 seats, brown/fawn moquette, courier seat, curtains, power entrance door, finished white/orange/brown.
M.O.T. APRIL 1996

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.
M.O.T. MARCH 1996

1989 (August) LEYLAND TIGER 260 DUPL 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1996

NEW for '96

VOLVO B10M VAN HOOL ALIZEE

VOLVO B9M VAN HOOL ALIZEE

BOVA FUTURA FHD 12 330

BOVA FUTURA FLD 12 270

BOVA FUTURA FLC 12 275

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1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, re-trimmed in grey/red moquette, courier seat, tinted side windows, curtains, drinks machine, TELMA retarder, power operated door, finished white.
M.O.T. MARCH 1996

1985 (August) VAN HOOL ALICRON INTEGRAL 12M

49/53 recliners, Autumn tint moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, courier seat, water boiler, TELMA retarder, MAN power, wired TV/video, finished white.
M.O.T. JUNE 1996

1985 LEYLAND TIGER 245 DUPL CARIBBEAN II 12M

46 recliners, blue/gold moquette, n/s rear floor mounted toilet, double glazed side windows, power entrance door, finished white/duo blue.
M.O.T. AUGUST 1996

1985 DAF DKVL DUPL CARIBBEAN II 12M

49 recliners, grey/red moquette, rear sunken toilet, continental door, driver's sleeping berth, double glazed side windows, curtains, courier seat, drinks machine, wired TV/video, finished grey/red/orange/yellow.
M.O.T. JUNE 1996

1984 (August) NEOPLAN SKYLINER DOUBLE DECK 12M

MERCEDES V10 power, 74 recliners grey/red/blue moquette, O/S rear floor mounted toilet, double servery, TELMA retarder, double glazed tinted side windows, finished white/blue.
M.O.T. AUGUST 1996

1983 (September) BOVA EUROPA II INTEGRAL 12M

49 seats, brown striped moquette, courier seat, centre sunken toilet, continental door, tinted side windows, power entrance door, wired TV/video, finished white/red/blue.
M.O.T. APRIL 1996

1983 BOVA EUROPA II INTEGRAL 12M

49/53 seats, brown moquette, centre demountable toilet, tinted side windows, curtains, courier seat, water boiler, Webasto, wired TV/video, power entrance door, TELMA retarder, finished white/blue.
M.O.T. SEPTEMBER 1996

1983 BOVA EUROPA II INTEGRAL 12M

53 seats, brown stripe moquette, courier seat, rear continental door, power entrance door, finished white/red/maroon.
M.O.T. 1996

1983 DAF DKFL CAETANO ALPHA-GT 12M

53 recliners, brown stripe moquette, tinted side windows, curtains, power entrance door, finished white/blue/beige.
M.O.T. JULY 1996

1981 VOLVO B58 PLAXTON SUPREME 12M

57 seats, grey/red moquette, Bristol Dome, finished white/blue.
M.O.T. OCTOBER 1996

1981 LEYLAND LEOPARD PLAXTON SUPREME IV EXPRESS 11M

48 seats, Autumn tint moquette, Bristol Dome, power entrance doors, semi-automatic gearbox, finished yellow/white.
M.O.T. FEBRUARY 1996

CBW

Coach and Bus Week
The PSV industry's news weekly

CHANCELLOR Kenneth Clarke's secrets will have been unveiled within 10 days of your reading this column and you will be able to assess for yourself the virtues of his Budget.

There is no doubt that it comes at a critical time in the life of the Government but there is equally little doubt that Mr Clarke could have a significant influence on trends in the coach and bus industry if he shows a little pre-Christmas generosity served up with a large helping of common sense.

We already have a promise to the Confederation of Passenger Transport that there will be no VAT on bus fares, so that particular battle has been won. However, the industry is looking for the preservation of Fuel Duty Rebate on diesel and is increasingly demanding sensible treatment of alternative fuels.

In this issue of *CBW* we cover two significant developments as operators and manufacturers press ahead with schemes to reduce exhaust emissions. Dennis is set to unveil Britain's first purpose-built gas bus, with Europe's first application of the Cummins lean-burn engine; and we report on a different route to clean exhausts taken by Leaside Buses, a company which accounts for a high proportion of the red buses seen in one of the country's most sensitive operating conditions - London's Oxford Street.

Leaside md Steve Clayton makes the position clear. "There's absolutely no commercial advantage in taking measures like this. It's really up to the Government to decide what value it places on the environment."

Elsewhere, Dennis md John Smith calls for a capital grant or a reduction in the rate of duty charged on natural gas.

Steven Norris visited Reading Buses this week and heard the case for tax concessions on green fuels. Reading wants the Government to hand back the 6.32p per litre of diesel that cannot be reclaimed by FDR, where there is a commitment to use green fuels. All this while roads minister John Watts claims the UK is the first in Europe to signal concern about particulates and is pressing for lower limits from the 1996/97 levels.

But has Mr Clarke taken notice?

Coach and Bus Week is published by Emap Response, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
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CBW is available only by pre-paid subscription
Domestic subscription rate is £49 per year;
Europe £92 and worldwide air mail £124.
All rates include postage

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS. The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy

ISSN 1351-3877
Typesetting and origination: Meridian Ink
Colour, Newark Road, Peterborough

Printing: William Gibbons Print, Wolverhampton

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John Torr has joined Renault



events

25 November: Coach Industry Awards '95, Metropole Hotel, Birmingham. Details from Lisa Wilson, *Coach and Bus Week* on 01733 63100

5 December: CIT South Eastern Section conference, Kent Transport through the Millennium, Ashford International Hotel, Ashford Kent. Details from Gerald Uzzell, tel 01227 366322

12 December: The Future for Light Rapid Transit Systems, one day conference by the CIT and The Waterfront Conference Company. Details from Claire Dexter, tel 0171 730 0410, fax 0171 730 0460

12-21 January, 1996: Fourteenth Geneva International Commercial Vehicle show, Palexpo, Geneva, Switzerland. Details from International Commercial Vehicle show Secretariat, PO Box 112, 1218 Grand-Saconnex (Switzerland), tel +41 22 761 11 11, fax +41 22 798 01 00

March 1996: CIT's Frederick Speight Memorial Lecture by Moir Lockhead, chief executive of FirstBus, Moving People into the New Millennium. Details from Jeff English on 01603 457348

15-18 April 1996: Policies Not Politics, CPT Scottish Conference, Turnbury, Ayrshire. Contact Peter Thompson on 0141 6394984

● STOP PRESS ●

SOURCES inside the European Commission have warned The Coach Association that the UK's interpretation of coach speed limits from 1 January 1996 is over liberal.

CBW has learnt that the EC will take a relaxed view of the 65mph limit but will insist that the legislation is 62.5mph (100km/h) for speed limiter settings. Consequently coaches will be restricted to 100km/h before the end of 1996.

▼ Coach and Bus

End of boom in sight

October registrations are down seven per cent

THOSE who predicted that this year's boom in new coach and bus registrations would not be sustained could be right. Last month's figures from the Society of Motor Manufacturers and Traders are down seven

per cent while the year to date registrations are still up 20 per cent with nearly 3,000 units taking to the road in 1995 compared with 2,358 in 1994.

A glance at the tables shows that October's fall was in the coach sector where 34 vehicles



Dennis bus sales are up 28.9 per cent in '95

by Mike Morgan

were registered - 21 less than 1994. Nevertheless this follows nine months of rapid growth and still leaves the coach manufacturers and dealers with sales up over 50 per cent for the year.

Of these additional

392 vehicles, market-leader Volvo has the lion's share, with 217, while Scania accounts for 73, Dennis 63, DAF Bus 23 and others 31. Bova broke the upward trend with registrations down from 54 to 39 as a consequence of

adverse exchange rates.

In the bus league Dennis has done better than average among UK suppliers. On average bus registrations are up 12.7 per cent so far this year but figures for Dennis have increased by 28.9 per cent.

▼ Bus

Passenger numbers fall

DESPITE rising bus mileages in Britain, passenger journeys have fallen by almost a quarter in the 10 years since deregulation.

According to the Department of Transport's annual Bus and Coach statistics '94/'95, the decline in journeys has been as much as 35 per cent in metropolitan areas outside of London, although London's total for bus journeys has remained static since 1984. On the plus side, ridership rose 4 per cent in London, and the decline was halted elsewhere, between '93/'94 and '94/'95.

Fares have almost doubled in the 10 year period and, even accounting for inflation, have gone up by an average of 19 per cent throughout the country. In metropolitan areas outside of London, fares have risen 43 per cent in real terms, and, in London, 38 per cent.

The figures also reveal the extent to which motoring has been shielded from inflation. The real cost of motoring transport over the period has fallen by two per cent, whereas rail fares have risen 24 per cent and local bus 19 per cent. The average cost of a mile of bus travel is 29p in London, 22p in other metropolitan areas, and 23p in all other areas. Fare receipts for Britain in '94/'95 were £2,351 million - up two per cent.

There is great disparity in concessionary fare reimbursement throughout Britain. In the 10 year period, adjusted by the GDP market price deflator, London fare subsidy rose 12 per cent, whereas Scotland spent 24 per cent less on reimbursement, and Wales 16 per cent less.

CBW

COACH AND BUS REGISTRATIONS

	October 1995		Year to Date			
	Units	1994 Units	1995 Units	%	1994 Units	%
Volvo	62	111	1271	43	1053	44.6
Dennis	83	46	884	29.9	653	27.7
Scania	12	11	242	8.2	163	6.9
Optare	20	12	128	4.3	132	5.6
DAF Bus	3	10	124	4.2	89	3.8
Bova	0	2	39	1.3	54	2.3
Others	18	21	266	9.1	214	9.1
Total	198	213	2954	100	2358	100

COACH REGISTRATIONS

	October 1995		Year to Date			
	Units	1994 Units	1995 Units	%	1994 Units	%
Volvo	8	30	589	51.3	372	49.2
Dennis	7	5	134	11.7	71	9.4
Scania	2	5	133	11.6	60	7.9
DAF Bus	2	1	64	5.6	41	5.4
Bova	0	2	39	3.4	54	7.1
Others	15	12	189	16.4	158	21
Total	34	55	1148	100	756	100

BUS REGISTRATIONS

	October 1995		Year to Date			
	Units	1994 Units	1995 Units	%	1994 Units	%
Dennis	76	41	750	41.5	582	36.3
Volvo	54	81	682	37.8	681	42.5
Optare	20	12	128	7.1	132	8.2
Scania	10	6	109	6	103	6.4
DAF Bus	1	9	60	3.3	48	3
Others	3	9	77	4.3	56	3.6
Total	164	158	1806	100	1602	100

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands. Source: SMMT

▼ Bus

School bus death statistics ridiculed

'Figures have been engineered to save cash' - BUSK

POLICE statistics revealing that only seven children have been killed on bus journeys to school have been dismissed as inaccurate by a pressure group.

Belt Up School Kids (BUSK) claimed the figures given by transport minister Steven Norris in response to a Commons question have been engineered to save the local authorities cash, and BUSK spokeswoman Pat Harris said they hid the truth.

"The Department of

by Mark Williams

Transport statistics can mean anything they choose them to mean," she said. "They change them around any way they feel."

According to Mrs Harris' records - compiled chiefly from newspaper reports - 34 children have lost their lives in the last three years, and around 1,000 have been injured. She admits that many casualties have been during school trips - an area not covered by the police

statistics - but maintains many accidents go unrecorded.

● The police statistics are drawn from the 1990-1994 records of each UK force area, and take into account contracted school transport and service buses, full-size PSVs and minibuses. They also record 184 serious injuries and 3,275 slight injuries to children aged 15 or under.

By comparison, 3,728 people died in the same period in traffic accidents which involved HGVs.



School buses: police figures show few deaths



"SHE'S BEEN RUNNING ON GAS FOR YEARS"

▼ Coach and Bus

Commissioner lays down the law

NORTH East Traffic Commissioner, Keith Waterworth told new recruits to the coach and bus industry that it was important for them to have a comprehensive knowledge of their responsibilities if they are to avoid disciplinary action in the future.

Stressing the role of the CPC-holding transport manager at a free seminar held in Hull last week, Mr Waterworth said they have responsibility for maintaining the good reputation of

the business. "A hands-on approach is needed with a commitment to review control systems if standards drop."

Preventive maintenance, he said, was cost effective in terms of downtime, reduced accidents and insurance costs.

He came down hard on those who regularly break road traffic law saying that, not only had O-licence holders given undertakings to conform to the law, but there were positive safety reasons for

controlling, speed, drivers hours, tachographs and overloading.

"The public will not tolerate slipshod passenger transport," said the commissioner, so operators must respond promptly to Vehicle Inspectorate concerns about preventative maintenance, staffing levels, facilities, PG9 or annual tests.

"Poor operators are punished if they will not, or are incapable of, responding to encouragement." **CBW**

INSIDE TRANSIT THIS WEEK ●●● INSIDE TRANSIT THIS WEEK ●●●

News

Big groups are bound to become more sensitive about what they see as increasingly rigorous MMC rulings on takeovers in the wake of the A1 Services ruling by competition minister, Jonathan Evans, that demands six undertakings from Stagecoach. More heads roll in West Midlands

Travel reshuffle. Yorkshire Rider accepts ACAS imposed 1.5 per cent pay rise. Four directors of Lowland Omnibuses, who were in place when the company was taken over by GRT in 1990, are being sued by Firstbus. Metrobus keeps 610 route option open. LT maps out 25 year future for London. £160,000 subsidy

cut by Grampian Regional Council hits local services. Stagecoach demands quality payment from franchising.

Media digest

Choices facing the Department of Transport in the light of expected Budget. Cuts in road building expenditure. Train journeys

getting slower. The £1.8 bn sale of the three rail rolling stock companies. Guardian accuses the Government of rushing privatisation and calls the sale of Railtrack irresponsible.

Analysis

Southern Vectis profits from non-core business. Isle of Wight-based group has

bought oil pollution control company and continues to look outside the bus industry for growth.

● To make sure of your own copy of *Transit*, delivered first class every other Wednesday, fill in the subscription form on page 55. You don't know what you've been missing

In brief

Route cause

LONDON Regional Passengers Committee is claiming that the unreliability of Orpington route 7 has led to a service cut. Frequency has been reduced from 20 minutes to 30 minutes because of poor loadings, and LRPC say this was due to disenchantment with the poor quality of the service.

CPT lunch

WEST Midlands Confederation of Passenger Transport's November meeting and Christmas Lunch has a few spare seats. The 28 November event at Highbury Halls, in Moseley, includes entertainment. Contact Jim Carley at CPT, on 0171 831 7546.

Forth body

THE Secretary of State for Scotland has set up a joint programme of transport development between the Fife and Lothian Regional Councils. Michael Forsyth MP says public transport must be given an increasing role in the areas around the Forth Bridge.

Italian link

VAN Hool has struck a deal with De Simon, which owns 40 per cent of the Italian bus-building consortium INBUS. Van Hool's new partnership has helped it develop and sell its 12-metre A300 apron buses and articulated AG300 in Italy.

Peak practise

TRANSPORT consultancy Oscar Faber TPA has recommended that car and HGV access to the Peak District be restricted and better rail services be developed - including re-opening the Matlock-Chinley line. OFPTA says the proposed A6 Disley bypass could have damaging effects, but that the A628 should be improved.

▼ **Coach**

Three countries in EU hold out on seatbelts

FRANCE, Spain and Italy are opposing EU seatbelt regulations, on the basis that they impose unnecessary cost burdens on their section of the industry.

The EC was this week attempting to settle the issue but may be faced with referring the proposals to EU Ministers if the vote is blocked.

The directives proposed include the fitting of two-point belts and energy-absorbing seats on all buses and coaches of nine seats or more, and over five tonnes, not

exclusively used for urban transport. Three-point belts will be obligatory where seats face partitions or tables, and on all minibuses up to 3.5 tonnes.

Each member state has the option of introducing its own national standards but must allow EU-approved vehicles access, but the EU says any member state opting to reduce the minimum standard would be limiting its manufacturer export potential.

Britain is leading the push to introduce the new legislation.



Two-point seatbelts expected

▼ **Coach and Bus**

Loonat loses O-licence

Operator sent unlicensed drivers on its school services

by Michael Jewell

RUNNING school buses driven by unqualified drivers has led to the revocation of Loonat Coaches' 10-vehicle licence.

North Eastern deputy traffic commissioner Mark Hinchcliffe indicated that he is considering disqualification of Mr Isanil Loonat for 12 months after a public inquiry heard how the Batley firm had failed to inform the traffic area office of two convictions for permitting a driver to drive without a PSV licence and without insurance.

The offences were committed in March but PC John Barratt told how, in June, he had approached

school bus driver Yusuf Rawat and asked him to produce his driving licence and insurance certificate. He could not, and admitted he did not have a PCV driver licence. However, 10 minutes later, he saw Mr Rawat driving a bus loaded with 22 school children and stopped and cautioned him again.

Mr Loonat claimed at public inquiry that the two convicted drivers were qualified for HGV, and that he thought this was sufficient. He further claimed that a police officer had told him at the time that

an HGV driver could drive a PCV as long as no passengers were aboard the vehicle.

In the June incident, Mr Loonat had chest pains, and said Mr Rawat had only been moving the vehicle for him, but those claims were rejected by Mr Hinchcliffe, who said he was convinced that children had been put at risk at Mr Loonat's instruction, and in consequence he had lost his good repute.

Mr Hinchcliffe delayed revocation until 22 December, to allow re-allocation of Mr Loonat's five school contracts.

▼ **Coach**

Seven Travellers staff now committed for trial

SEVEN staff at coach company Travellers Coach Company, now Brellaton Ltd, have been committed for trial charged with conspiracy to falsify drivers' records.

At a hearing last week at Sittingbourne Magistrates Court, Anthony Grayson, Travellers'

md, Neil Pegg, operations manager, Richard Poulter, assistant operations manager, Christopher Shaw, reservations manager, Bernard Ince, a driver/controller, Terry Verity, a driver/controller, and James Flynn, a driver/controller, were formally charged.

They will appear at a preliminary hearing at the Canterbury Crown Court on 15 December. All charges against Steven Wells, finance director, have been dropped. Counsel for all seven will indicate their pleas at the Crown Court hearing.



Travellers: hearing on 15 December

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Bus

Dennis CNG bus still under wraps

Urban emission worries tackled with Plaxton

THE first factory-built Dennis Dart with low-pollution gas-powered engine is just weeks away from being unveiled.

Developed by Dennis and bodied by Plaxton, the gas-powered Dart was developed jointly

by Mike Morgan

with Britain's second largest bus group, FirstBus and is scheduled to enter eagerly awaited trials in Bristol next month. It is Britain's first purpose-built gas bus and the first lean-burn gas-powered bus in Europe. Southampton CityBus has ordered 10 for delivery next year.

"Urban pollution has been a matter of concern for both bus operators and bus manufacturers," said John Smith, managing director of Dennis Specialist Vehicles. "This gas-powered vehicle is the latest stage in an ongoing development programme designed to ensure continuing reductions in the level of exhaust emissions from urban buses.

"Buses powered by compressed natural gas are as near as we will get to zero-emission vehicles on city streets and on this bus built for evaluation by FirstBus we will be monitoring emissions very closely."

Tougher new exhaust emission rules for diesel coaches and buses, known as Euro 2, come into force in Britain next October and Dennis is already building buses which meet the new regulations.

However, Mr Smith says that petrol-engined vehicles will continue to produce significant amounts of carbon monoxide, something which is almost absent from diesel exhausts.

The Dennis md called for rigorous enforcement of emissions tests on old vehicles. He added: "We would also like to see



Gas bottles go on to the roof of new citybus

government encourage investment by bus operators in new environmentally-friendly vehicles. This could take the form of a capital grant, or a reduction in the rate of duty charged on natural gas if gas is seen to be the fuel of the future."

● The Cummins B-series engine powering the FirstBus CNG Dart is straight off the production line, not a prototype. It is the result of Cummins investment in research and engineering despite the lack of legislation demanding ultra-clean engines in the UK. The company builds CNG engines for the US market and foresees a growing demand led by pedestrians and voters who want cleaner air.



CNG Dart: nearly ready for launch

Coach

Seatbelts on agenda at North Staffs operators' association

A LIVELY discussion on seat belts in coaches flowed from a special meeting of the North Staffordshire Coach Operators Association.

Contributors included Staffordshire County Council, Staffordshire Police, Plaxton, Securon and Nationwide Seatbelts. NSCOA chairman, Brian Stoddard of P Stoddard & Sons, told CBW that the meeting was impressed with the conscientious efforts being made to resolve the dilemmas presented by the present Government's guidelines. He said: "In

particular, respect was shown for the comprehensive demonstration by Plaxton to show its commitment to safe travel in general. They have obviously spent large resources to make this a number one priority.

"Concern was expressed by all as to the many grey areas in the McGregor report, and there was skepticism regarding Government's motives in presenting it. Was it merely to appease public opinion in the wake of two fatal accidents? Where is the so-called funding going to

come from?

"The two invited Members of Parliament from the area who may have been able to enlighten the gathering, were both unavailable that evening to explain either Conservative or Labour strategy.

"There is a big variation in type of belts available, as well as the price range - from £500 up to £3,000 to retrofit a 53-seat coach - and there was also some concern that any seat belts being fitted now may not be up to the standard required by legislation."

CBW



Mike Burns tackles Sgt Clewley of Staffs Police

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▼ Coach

VCS picks up Evan Evans' tour business

Flexible services on offer to all coach operators

HAVING landed transfers for P&O cruise passengers, Victoria Coach Station has now become

By Mark Williams

Evan Evans main departure point.

The £4 million refurbishment was enough to tip the scales in VCS' favour for the Lon-

don tour operator.

"The facilities which it now offers enhance the service we are giving to our customers," said Evan Evans' Ed Moore.

"It is our aim at every level of operation to provide a high-quality service."

VCS operations manager Peter Ward said the new arrangement is an example of just how flexible facilities are.

"We can offer secure parking, or a dedicated time slot in a pre-booked departure bay - and this applies even to one-off private hires visiting the capital," he said.



Departure point: £4 million VCS refurbishment tipped the scales

▼ Bus

Trent shuttle launch

TRENT Buses and Manchester Airport have launched two new bus shuttles linking Buxton and Stockport with the airport.

The 198 and 199 are on a half-hour frequency from Monday to Saturday, timed to meet the needs of airport staff but with an eye on the consumer.

"Our aim is to have 25 per cent of all airport journeys on public transport by 2005," says Bob Longworth, Manchester Airport ground transport manager. He said the routes will eventually be converted to express services.

▼ Bus

Sheffield's low-floors in service

THE first of 11 of Mainline's Wright Crusader low-floor buses has gone into service on a route which parallels the new Supertram extension.

The 10.6m Volvo B6LE-based vehicle will, says Mainline, complement Supertram's quality and provide an alternative, while feeding it with passengers from Hillsborough. Eventually, nine will be in service from this area, and two will run from Goole.

The 36-seat vehicles are Mainline's first low-floor buses in a fleet of 875.



Mainline's low-floor follows the Supertram extension corridor

▼ Bus

Moonlighting pays

A MONTH of satisfied customers has prompted Bluebird of Aberdeen to extend its late-night bus service.

A 60-minute frequency in the wee hours of Saturday, Sunday and Monday mornings - one service in central Aberdeen and the other to nearby Porthlethen and Westhill have been well received, with 500 passengers each weekend... and rising.

Bluebird is to add late-night services from Balmedie and Ellon, and Newtownhill and Stonehaven. Grampian Transport has also launched a late-night service, linking the city centre and Bridge of Don.

▼ Coach and Bus

Scania up 17 per cent

SCANIA's interim report shows its heavy bus and coach sales up by 17 per cent in Western Europe.

The performance helped improve Scania's market position, going from just under 6 per cent of sales to 8.7 per cent. Despite higher-than-normal bus sales in the UK, Scania could only hold on to its 12.5 per cent share, but in Spain, chassis sales have almost doubled to almost 20

per cent of the entire market.

This performance coupled with buoyant truck sales and the contribution from Scania's VAG product sales in Sweden brought a 37 per cent increase in turnover to SEK23,160 million (£2,255 m). Operating profit was up from SEK2,567 (£250 m) to SEK3,888 (£379 m) - an operating margin up from 13.7 per cent to 15.3 per cent.



▼ Bus

Training taster for NEB staff

Former Badgerline man sets up new 'tailored' service for operators

NORTH East Bus was one of the first customers for a new management training

By Mark Williams

course scheme set up by

Russell James Business Services.

The three-day, tai-

lored training course which won praise from NEB staff and senior management is the brainchild of former Badgerline district manager Jack James, who felt his 30 years' experience coupled with his wife's established training company would make a good combination.

"As companies look to cut overheads by reducing management tiers in their organisations, many are giving little thought to training of more junior members of the team," said Mr James. "This has the effect of less efficiency, increased sick leave and additional costs to cover shortages.

"At the same time,

senior managers suffer from subordinates' lack or training in the form of less delegation opportunities, creating more work and stress for themselves."

Mr James' solution is a personalised training schedule based on need and budget. This, he says, avoids a situation in which learning academic fact blurs the real issues.

"All our staff attending were delighted with the course and by the professional way it was both organised and delivered," said NEB traffic manager Jimmy Jaye.

● RJBS can be contacted on 01362 693386, mobile 0860 450791, or by fax on 01362 699383.



North East Bus: first in line for a new, practical training service

▼ Bus

Teenage travel

SCOTLANDS Central Regional Council is to issue all 16 and 17-year-olds in full-time education with half-price fares.

Launched this week, the scheme encompasses all travel within a 15-mile limit of the region's boundaries.

The council's contribution is expected to add £60,000 to the transport unit's costs within the next five months. The chief benefactor will be the region's main service provider, Midland Bluebird.

The scheme's future from March onwards depends on the three unitary authorities which take over from CRC.



Trathens launches 16 new coaches for National Express diagrams

▼ Coach

£3.3m Van Hool order

TRATHENS has spent £3.3 million on new coaches to service its extensive National Express work.

The Plymouth-based operator has ordered nine Van Hool Astrobel Volvo B12s, and seven Van Hool Alizee Volvo B10Ms to replace a similar number of vehicles on diagrams linking Plymouth and Torquay with Heathrow and London.

"Our coaches operate over five

million miles a year for National Express," said Mike Trathen. "By the end of 1996, all of the coaches we operate under contract to National Express will be less than three years old."

Five of each vehicle has already been delivered, with the balance of the order due at the end of the year. The Astrobel's replace Neoplan Skyliners, and the Alizees replace Plaxton B10Ms.

CBW

▼ Coach and Bus

Powney and wife admit fraud

FORMER City Fleet UK Ltd boss Neil Powney and his wife Barbara have both pleaded guilty to two joint charges of providing false information to the Inland Revenue, contrary to the theft act.

The charges relate to two businesses they ran, Powney's Coaches and City Fleet, both of Liverpool, and tax returns made in April 1990 and 1991.

The couple admitted understating the total income tax owed at Liverpool Crown Court. Sentence was adjourned for reports.



SCANIA



“Take Me Home Coun

“We are very pleased with our Scania Centurys. They have undoubtedly further drivers and engineers alike. They are among the best vehicles we have ever bought”



try Roads[♪] by Scania

enhanced the company's image and have been positively received by passengers,
– Peter Meadows, Joint Managing Director, L F Bowen Limited, Coaching Division.

▼ Licence

Welsh Dragon gains renewal



ALAN Barrington Smith, who trades as Welsh Dragon

Travel, has succeeded in his bid to renew his licence. He had earlier been warned over the maintenance of his vehicles when he appeared at a Cardiff disciplinary inquiry before South Wales Traffic Commissioner John Mervyn Pugh.

Mr Barrington Smith, of 436 Corporation Road, Newport, Gwent, holds a licence authorising the operation of four single deckers and one double decker.

Mr Smith told the Commissioner that a former DoT vehicle examiner, Mervyn Taylor, had agreed to inspect his vehicles once a month and so far had found no problems. He had managed to locate 'arrowed' plastic covers to help in assessing whether wheelnuts were tight.

Renewing the licence, Mr Pugh said he hoped Mr Taylor had done a good job and that Mr Smith would go on as a good operator.

▼ Maintenance

Giannasi gets PSV O-licence



THE holding of a PSV operator's licence was a very serious matter and the maintenance of vehicles was paramount.

This was emphasised by the West Midland Traffic Commissioner John Mervyn Pugh, when he granted a new national licence for one minibus to Christopher Giannasi, trading as Compass Travel, of 2 Vicars Close, Oulton, near Stone, Staffordshire, at a Birmingham public inquiry.

Mr Giannasi agreed that he had not held a licence before. He said that his vehicle would be inspected every six weeks, and serviced every three weeks, by a commercial garage.

▼ Registration

South Manchester banned on

Ban is consequence of company failing to operate

by Michael Jewell



SOUTH Manchester Transport Ltd have been banned from operating a service on Saturdays between 3 November and 27 November between Withington and Manchester, by the North Western Traffic Commissioner Martin Albu, because of failures to operate it in accordance with its registered particulars.

The Commissioner was also concerned about vehicle maintenance, when the company of 25 Lowerbank, Denton, Manchester, appeared at a Manchester public inquiry.

DoT traffic examiner Michael Power said that, on Saturday 29 July, he had carried out observations in various locations in Withington and All Saints. The number of vehicles required to operate the company's registered services would be at least four. There were only two vehicles operating the services until 2.10 pm when

a third vehicle became operational. Between 2.30 pm and 3 pm hours he carried out observations at South Manchester Transport's depot. No further vehicles left the premises.

DoT monitor Andrew Hamer said that he had car-

been taken into account, the majority of vehicles running late were only late by two to three minutes. Two journeys had failed to operate because the bus had broken down.

Asked whether the passengers were inconven-

For the company, James Backhouse said they had adjusted their timetable by five minutes. It that had been taken into account, the majority of vehicles running late were only late by two to three minutes

ried out observations on the Withington, Parrs Wood, to Manchester services on Saturday 9 September. A number of registered journey's failed to operate and a number of journeys were running late.

For the company, James Backhouse said they had adjusted their timetable by five minutes. If that had

nienced, Mr Hamer said that it would have been very hard to tell as the routes were so heavily bussed.

Brian Corbett, the company's operations and transport manager, said that in July two out of the four rostered drivers failed to turn up for duty. A driver was found who would work overtime. It was very diffi-

cult to get drivers to work on Saturday and very difficult to get them to cover.

They had applied to vary the registrations over the weekend by cancelling all Sunday's registrations and putting extra routes on Saturdays. They had also given the drivers a small pay rise. Their pay for the whole week was docked by 40p per hour if they were absent for any reason.

The running time between Parrs Wood and Withington had been increased from five minutes to 10. The driver of the vehicle that broke down had said he did not know the emergency breakdown number and rang the depot to say the vehicle had broken down and left a message on the answer machine. That message was not discovered until four hours later. All the breakdown telephone num-

▼ Tachograph

Drivers called to account



CONSIDERATION of disciplinary action against Wednesbury based Goodes Coachways, and a number of the firm's drivers, following convictions for drivers' hours and tachograph offences, has been put off until the end of November.

Keith and Philip Goode, and

For the firm, and a number of the drivers, Patrick Sadd said that it was the intention to go thoroughly into how the convictions arose

Brenda Bevan, trading as Goodes Coachways, of Farm Grange, Crankhall Lane, Wednesbury, West Midlands, and eight of their drivers, had been called before the West Midland Traffic Commissioner John Mervyn Pugh at a Birmingham disciplinary inquiry.

For the firm, and a number of the

drivers, Patrick Sadd said that it was the intention to go thoroughly into how the convictions arose.

After Mr Pugh said that it was difficult for him to go behind the fact of the convictions, Mr Sadd said that on the face of it the convictions appeared serious. He would seek to explain that they were not as serious as they first appeared, and he thought that the hearing would take at least half a day. If the firm were held not to be of good repute, the business would fold. They were not blaming the drivers and the firm accepted their responsibility. The drivers had been given verbal instructions to take rest days but they had not been taken as the drivers had been "pushed this way and that by couriers". That was as far as the drivers were going to be blamed.

Adjourning the hearing, Mr Pugh said that if the firm wanted to go into the matters in depth, then they must have that opportunity, and it would be better if the case was heard on a special day.



Goodes Coachways: com

Saturdays for three weeks

services in accordance with registered particulars

bers were now in each vehicle.

The company was applying to increase the licence authorisation from six to 10 vehicles to help scheduling problems. The intention was to have a spare vehicle kept on the route at all times. If a condition was imposed preventing them from operating the route the company would have to close as it was the bulk of their operations. At a previous inquiry the company was penalised by an order to repay fuel duty rate. The financial effect of that was about £1,200.

Mr Backhouse said that the previous problems dealt with at the last public inquiry involved routes not being followed. The drivers had been running routes for their own profit and they were all sacked. The current problems were of a different nature.

Questioned about a

prohibition notice issued to one of the company's vehicles, which was subsequently varied, director Peter France said the original prohibition was for vomit contamination on a seat on the upper deck.

When the vehicle was

vehicles and now did its own maintenance.

After Mr Albu had commented that in his report the vehicle examiner had said that the premises were barely adequate, Mr France said that the facilities had been sub-

There was no doubt that the company had failed to operate services in accordance with the registered particulars on the two Saturdays concerned. It was being said that the company had reasonable excuse

presented for clearance, a variation notice was issued for low effort on the service and parking brakes. When the vehicle came back with the prohibition on all they did was to clean the seat and send the vehicle in for clearance. He had not realised it would receive a full test.

The company had 10

stantially improved and the maintenance staff increased. The inspection sheets had been updated on the vehicle examiner's advice. Each of the drivers had been given a duplicate defect book. They filled them in at the end of the day with any defects or wrote nil if there were none.

Mr Albu said that in June he had ordered the repayment of fuel duty rebate because of failures to operate local services, and operations in contravention of the Act. He had warned the company that further failures to operate as registered would result in further disciplinary action being considered.

There was no doubt that the company had failed to operate services in accordance with the registered particulars on the two Saturdays concerned.

As a consequence, he was imposing a condition banning them from operating any services on Saturdays from 4 November. That condition would be lifted on 27 November, the date on which their new and varied registrations came into effect.

Mr Albu said he was satisfied the company now had proper maintenance arrangements.

▼ Licence

Robinson suspended



PONTYPOOL based Jean Robinson, trading as Trumans Travel, had her licence suspended with effect from midnight on 25 October and it will not be restored until the South Wales Traffic Commissioner John Mervyn Pugh sees fit.

Mrs Robinson, of Polo Grounds Industrial Estate, New Inn, Pontypool, Gwent, appeared at a Cardiff disciplinary inquiry following the issue of prohibition notices to her vehicles because of their poor condition.

For Mrs Robinson David Cocks said that she was at the present time in correspondence with Gary David Hathaway, who had put a large injection of cash into the business. Mrs Robinson had decided that she was getting into financial difficulty. Subject to Mr Hathaway obtaining a licence, she would hand over the business.

Mrs Robinson had dispensed with the services of Three Counties Commercials, who had previously undertaken her maintenance, and now employed three fitters of her own.

Asked about an alleged outstanding account of £22,000 owed to Three Counties Commercials, Mrs Robinson said that there was a contra arrangement for the rent of the premises and the amount owed was under dispute.

Mrs Robinson said that she had been unable to obtain any maintenance records because of the dispute.

Suspending the licence, Mr Mervyn Pugh said that in his report the vehicle examiner had stated that there were few inspection records and that the same defects were recorded month after month.

CBW



any and drivers to be given opportunity to explain before disciplinary action is taken against them



Young: deferred sale

UK

Dover sell-off delayed

PLANS for the privatisation of the Port of Dover have been put on ice until after the next General Election, transport minister Sir George Young confirmed this week.

Details of the sale were announced in the Summer by Dr Brian Mawhinney in his last days at the department of transport. They were not opposed in principle by Dover Harbour Board but officials took the view that a proper evaluation could not be made until there had been at least two years' competition from the Channel Tunnel.

The privatisation plans did provoke public outrage when the national press reported that the Port of Calais was interested in buying Dover. The Queen Mother, as Warden of the Cinque Ports, and Dame Vera Lynn were brought into the campaign to save the white cliffs of Dover from the French.

The reality was a little more prosaic. Officials in Calais were only considering joining a consortium with a view to protecting their interests on the highly-competitive short-sea crossing.

UK

Coaches cause for concern in report on Lake

THE banning of coaches or controlling vehicle sizes are two of the key issues raised by the public in response to the Lake Traffic Traffic Management Initiative.

The scheme, which was launched in the Summer, proposes a far-reaching transport policy for one of the country's most popular tourist spots. Suggestions included curbing access in the peak

season, making some roads one-way and even banning coaches from certain areas.

Six public meetings were held and 142 organisations and more than 500 individuals made written submissions. The Lake District Transport Advisory Group has just reported on outcome of the consultation period, which shows that the main public concerns are

access restrictions; the impact on the region's economy; the need for more car parking; and improvements to public transport.

As for coaches, specific concern focused on the Sawrey area, Hawkshead and Coniston. Suggestions included bans, vehicle size restrictions or one-way controls. Opinion on the specific suggestion of one-way coach

control at Kirkstone Pass was divided between any control being seasonal and coach sizes being restricted.

County councillor Bill Cameron, the transport advisory group's chairman, said: "People and businesses have responded magnificently and left us in no doubt about what the real issues are for them."

"We are recom-

UK

Short breaks seen as key area for growth

Survey shows dominance of private hire and dislike of parking fees

PRIVATE hire dominates the coach and tour operator market, according to the results of Group 2000, a new survey of group travel trends.

The research, which was done by the York-based Questions Answered, has revealed the emergence of the private hire market at the expense of scheduled excursions. It also showed an increase in volume in the independent group travel market.

Group 2000's aim was to specifically examine the travel trends of independent group travel organisers, coach and tour operators, and schools and colleges, three of the main sources of visitors to UK attractions and destinations.

The survey sampled some 750 UK coach operators with fleets of 15 or more vehicles. It showed:

- Many operators organise tours and excursions, but only to top up their main business of private hire



Leading light: venues such as the Tower Hill Pageant make London tops for day trippers

by William Golden

- In the past 12 months, operators organised six times more private hire day excursions than scheduled day excursions
- Operators regard the short-break market as the key opportunity for growth in the next 12 months, with the north west likely to be the most visited region, followed by Scotland
- Day visit excursions are particularly price-sensitive and operators are finding

it increasingly difficult to sell tours which include paid admissions to attractions as part of the all-in price

● London will be the most popular day trip destination in the next 12 months, followed by Wales. The most popular themed tour in the same period will be to resorts, followed by towns and markets, and then cities and shopping

● The senior market dominates the excursion and tours business, with

the second largest market being for school and youth groups

● The main bugbear is (surprise, surprise) coach parking. Operators feel aggrieved at sometimes having to pay

Peter Harrington, the man behind the initiative, said: "The reason for researching and publishing Group 2000 was to fill a gap in the market. So little research exists on group travel, yet this sector's financial contribution to tourism is immense."

"By examining the habits, attitudes, travel patterns and requirements of groups, we felt we would give people in tourism the opportunity to promote and provide the best possible products and services."

All future Group 2000 reports will be published annually. For further details, contact Mr Harrington at Questions Answered, 22 Fishergate, York YO1 4AB, tel 01904 632039/639009.

District traffic scheme

mending that the relevant authorities take notice of these views and we also want to see more consultation on a draft strategy. The group expects that any such strategy will be implemented over a long period, in response to need.

"We have to be able to sustain a healthy tourism industry in what is undoubtedly the most beautiful part of England,

so we also have to be very conscious of the environmental impact of traffic, and anything that is done to manage it."

A further period of public consultation is planned for early in the New Year before a report is made to the partners in March or April. The initiative has the backing of the Lake District National Park Authority and Cumbria Council Council.

▼ UK

Uncorking York's parking

TOURISM officials in York have underlined their commitment to maintaining the city as a major coach destination by relaunching a dedicated information leaflet.

It gives details of routes, parking, stopping places and contact numbers. Particular emphasis is given to the Rendezvous Points around the restricted access area, which provide easy walking access to attractions and spaces where coaches may wait for 15 minutes.

The leaflet is produced by York City Council, in association with the York Visitor and Convention Bureau, the Jorvik

Centre and the National Railway Museum. It is part of a major tourism strategy - *First Stop York*.

Tony Bennett, York's chief economic development officer, said: "This exciting initiative is looking at many ways of enhancing York's position as one of the UK's greatest tourist destinations, and the value of coach visitors to York's economy is widely recognised and appreciated."

Copies of the coach leaflet may be obtained from the assistant director development and transportation, York City Council, 9 St Leonard's Place, York YO12 ET.



Special guest: Fantasy Island's Captain Rhombus with Hilda Burton and her children Donna and Keith (right), nephew Simon Burton (left) and family friend Tara Thomas

Picture: Geoff Barry PR

▼ UK

Hilda's one in three million

FANTASY Island has confirmed its reputation as one of the UK's most popular attractions by welcoming its three millionth visitor only 21 weeks after opening its gates to the public.

The landmark was achieved by Hilda Burton, from Rushington, near Sleaford, Lincolnshire, who was on a day out with family and friends. Fantasy Island's Captain Rhombus presented her with an assortment of good-

ies, including spending money, free day passes for all the rides and a meal.

The three millionth visitor coincided with Fantasy Island being commended in the Best New UK Visitor Attraction category of the annual awards by the British Guild of Travel Writers. In September the theme park was joint winner of the East Midlands Tourist Board's Best of Tourism Award for 1995.

CBW

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	10C/50F	Madrid	22C/72F
Amsterdam	13C/55F	Oslo	2C/36F
Berlin	5C/41F	Paris	11C/52F
Brussels	11C/52F	Rome	17C/63F
Dublin	13C/55F	Stockholm	0C/32F
Lisbon	20C/68F	Vienna	5C/41F
Luxembourg	7C/45F	Zurich	8C/46F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.58	Luxembourg	0.45
Belgium	0.54	Netherlands	0.54
Eire	0.53	Norway	0.70
France	0.50	Portugal	0.45
Germany	0.51	Spain	0.44
Greece	0.39	Sweden	0.64
Italy	0.54	Switzerland	0.65

(Courtesy AA Roadwatch)

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.15 Sch/£	Italy	2,470 Lire/£
Belgium	44.50 BFr/£	Netherlands	2.45 Gld/£
Denmark	8.43 K/£	Norway	9.65 Nkr/£
Eire	0.96 Punt/£	Portugal	230 Es/£
France	7.46 Fr/£	Spain	187 Pta/£
Germany	2.17 DM/£	Sweden	10.44 SKr/£
Greece	364 D/£	Switzerland	1.74 SFr/£

Q We have more vehicles than O-licence discs, as this ensures that there are always both engineering and operating 'spares' over any above vehicle requirements. In the event of a breakdown we take out a replacement vehicle and transfer the O-licence disc from the one which has broken down. Can you confirm that it is legal to run unladen without an O-licence disc? From time to time we might also use one of these spare coaches to collect parts or to deliver publicity materials to agents.

SB, Strathclyde

a I am far from confident that it is legal - even though it is general practice of some operators to use coaches without O-licence discs for non hire and reward activities, even for family holidays. At best, I believe it is an untested grey area of law, but on a strict interpretation it could prove to be illegal.

The law on this matter can be found in the Public Passenger Vehicles Act 1981. Section 18 requires an O-licence to be displayed, 'where a vehicle is being used in circumstances such that a PSV operator's licence is required.' The latter is required, according to Section 12 (1) (as amended by the Transport Act 1985) when a vehicle is used for carrying passengers for hire and reward.

We have, therefore, to consider what 'used' means. The opening word of the Act, in Section 1, define when a vehicle with more than eight passengers seats is public service vehicle as: 'a vehicle adapted to carry more than eight passengers (which) is used for carrying passengers for hire or reward.'

The section continues to explain that 'a vehicle "is used" as mentioned (in the words just quoted) if it is being so used or if it has been used as mentioned and that use has not been permanently discontinued.'

I can not imagine any argument that could be advanced to suggest that a vehicle which remained in the possession of a person in the business of operating PSVs for hire and reward with the intention of using it again for that purpose, had its use 'permanently discontinued.' It therefore seems to be beyond doubt that once an operator has used a vehicle as a PSV it will remain a PSV until he scraps it or (possibly) sells it to someone like a dealer who will not be using it as a PSV. (Even the use by a dealer involves arguing that the hire and reward use has been permanently discontinued on a temporary basis(!) if it is to be re-sold to an operator!)

Section 1 seems, therefore, have a 'once a PSV, always a PSV' effect. But does that mean that it always has to display a disc when used on the road? Only, according sections 18 and 12, if it is being used for carrying passengers for hire and reward. Whether that means *actually* being used, or whether, because of the effect of Section 1, any previous use for hire and reward would mean that it was still being used for that purpose, it might take a Court to



Questions & Answers

answer with certainty. I think it is very risky - even though it is quite common - to presume that a PSV can be used without displaying a disc in the sort of circumstances you indicate.

I am not persuaded otherwise by the fact that PSV O-licence discs are not vehicle specific. I believe that Parliament granted this facility to allow operators to bring replacement vehicles into service, and indeed to hire-in vehicles to meet exceptional or seasonal needs, without the cost burden and delay factor of acquiring vehicle specific discs. I do not remember it ever being suggested that the purpose of this flexibility was to allow PSVs to actually be used on the road in any circumstances without an O-licence disc being displayed.

Q Apart from the Rural Development Commission, are there sources of grants available to coach operators?

Summary of question in Andrew Parish's letter published in CBW, 4 November

a As well as the Rural Development Commission (RDC) being a source of grant aid towards both capital and running costs arising from certain rural services, you may find them to be useful source of free in-

Questions on coach and bus operation should be sent to:
Marksman, c/o Coach and Bus Week,
Wentworth House,
Wentworth Street,
Peterborough PE1 1DS
or fax 01733 62656
Marksman will answer more
questions on 2 December

formation on other sources of grants. The same maybe true of your bank manager. For example, many local Training and Enterprise Councils (TEC's) do have considerable funds available to assist not only with training, but business development too. Similarly, many local authorities do have business development departments which may give both great aid and advice on gaining financial assistance from other sources. Do not forget that Section 106 of the Transport Act 1985 empowers local authorities to grant aid expenditure incurred in providing, maintaining or improving vehicles, equipment and facilities facilitating travel by the disabled. Some authorities do have laid down schemes to exercise this power by providing grant vehicles up to DP-TAC specification - but it would be open to any operator to put in a bid for any special project which he thought would qualify. Indeed, unlike the former new bus grant which was there for the taking, most grants available now do involve submission of a reasoned, and costed, bid. Generally speaking, this is more likely to succeed if it is part of a package of measures which give a demonstrable gain. This might be the attainment of a recognised qualification (like NVQs), or a project to give a new and enhanced benefit to a community or group of people.

Q What do you think should be in drivers' contracts of employment regarding the consumption of alcohol?

CLM, Merseyside

a Ten years or more ago, I would not have been so dogmatic about this - but in that time attitudes have changed a lot. In my opinion the written statement governing a driver's employment should include a total ban on the consumption of alcohol while on duty. Furthermore, the document should make it absolutely clear that any breach of that will result in summary dismissal - and this should be enforced without exceptions. Anything less than this is unenforceable and meaningless.

However, I think you should make every possible effort to go even further and demand that drivers do not come to work the worse for alcohol. While it would be unreasonable and impracticable to remove any possibility of the morning after effect by imposing a contractual ban on drinking long before duty commenced, I think it not unreasonable to extend the absolute ban to perhaps two hours before the start of any duty and to have the right to screen drivers suspected of coming to work intoxicated. In principle the same applies to drugs too - although here a total ban on the use of non-prescription and unlawful drugs would seem appropriate, allied to at least a cautionary mention about safe dosage of lawful or prescribed drugs.





Skyliner

Mercedes 381 BHP engine
Allison auto gearbox
with integral retarder
Height 4 metre
77 reclining plus courier
Air conditioning
double glazed
plus full touring specification

Cityliner

MAN 370 BHP or
Mercedes 370 BHP engine
8 speed gearbox
Height 3.8 metre
50 recliners plus twin courier
Air conditioning
double glazed
plus full touring specification

Transliner

Cummins C series 290 BHP
engine 6 speed ZF gearbox
Height 3.6 metre
48-50 recliners
plus courier
Air conditioning (option)
double glazed
plus full touring specification

Jetliner

Mercedes 290 BHP engine
6 speed ZF gearbox
height 3.4 metres
35 recliners
plus courier
Air conditioning
plus full touring
specification

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NEOPLAN CITYLINER

1992 (J) Mercedes V8 Twin Turbo, 8 speed ZF gearbox, 48 reclining seats, double courier seat seat-back tables and nets, Sutrak air conditioning, double glazing kitchen with large tanks, microwave coffee percolator, toilet. Cruise control alarm, safe, seatbelts.

MAN JONCKHERE DEAUVILLE

1989 (F) 6 speed ZF gearbox, 49 reclining seats. Sutrak air conditioning, double glazing, o/s/r floor mounted toilet, curtains, radio/PA/cassette, painted white MOT 24.01.96.

VAN HOOL T815 INTEGRAL

1991 (H) Cummins L10 290 BHP engine ZF HP 590 auto gearbox with integral retarder. Sutrak air conditioning, autolube, variable top speed limiter, road speed governor, kneel facility, ferry lift, Webasto heating, brown moquette, 53 reclining seats and courier, Ishringhausen drivers seat, plug door, half rear emergency door, 2 roof air vents, double glazed, side blinds rear curtains, radiomobile radio/PA system MOT's January 1996 choice of 2.

BEDFORD YMP PLAXTON PARAMOUNT

1987 (D) 35 seats plus 2 tables, power door, side lockers, radio/PA/cassette exterior white/blue interior grey MOT 2.6.96.

VOLVO B10M PLAXTON 4000 RS

1989 (F) 65 reclining seats plus twin courier TV/Video stereo, toilet double glazing sun blinds, curtains carpets, drinks, fridge drivers bunk, crew seat MOT 25.02.96.

VOLVO B10MKIII VAN HOOL ALIZEE

1990 (G) ZF 6 speed S690 manual gearbox, Telma Retarder, autolube ferry lift, road speed governor variable top speed limiter, exhaust brake, Webasto heating, plug front entrance door, centre continental door, half rear emergency door, centre toilet / servery, crew compartment, 3 roof vents, forced air ventilation, Ishringhausen drivers seat, courier seat, 49 reclining seats, brown moquette, double glazed side blinds, rear curtains, radiomobile radio/PA system. MOT's 1 x Feb 96, 1 x Oct 96. Choice of 2.

VOLVO B10 DOUBLE LASER

1989 (F) 37 seats plus 2 tables, radio/PA/cassette, power door, side lockers, curtains, carpets, drinks, fridge drivers bunk, crew seat MOT 1.03.96.

SCANIA ELITE K113 PLAXTON

PARAMOUNT 3500

1992 (J) 7 speed manual GR801 comfort gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door, central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed rear curtains, side blinds, aluminium where Blaupunkt radio/PA system new MOT.

SCANIA K112 PLAXTON 4000

1985 (C) 72 reclining seats, 2 x courier seat toilet repainted white new MOT.

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Norris: a clean sheet on public transport

A mission or emission?

OUT-GOING public transport minister Steven Norris was said to be fuming after a leaked copy of the Conservative long-term public transport infrastructure investment plan was found lodged under a London bus.

Donning helmet to retrieve the document, Mr Norris commented: "I'm surprised this wasn't found during routine maintenance,

as it's instantly recognisable. It has, after all, been the same plan we've had for the last 12 years, though I admit it could be mistaken for a completely blank sheet of paper."

● In truth Mr Norris was demonstrating the clean exhaust emissions from a Leaside Buses Routemaster.

■ See page 27 for full story



Omnibus of entertainment

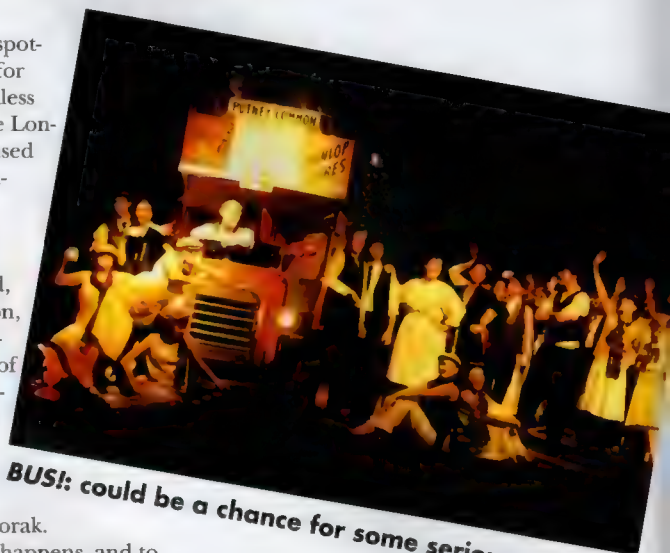
CULTURED bus spotters with an ear for music will doubtless be flocking to Pleasance London - a new theatre housed in London General Omnibus's timber store.

This astonishing transformation of the building, in North Road, Islington, is still going on, with the target an opening night performance of *BUS!* - a musical production in which a 3/4-scale B-type omnibus is constructed on stage.

Enough to make any gricer hot under the anorak.

Before all of that happens, and to make sure it does, a benefit concert at the Theatre Royal in Drury Lane is being staged, starring such board-treaders as Rowan Atkinson, The Absolutely Team, Arfur Smith, Angus Deayton, Tom Robinson and, of course, a cameo from the *BUS!* musical. Book now, 'cos it's Sunday, 26 November.

It all sounds dufflebag-tastic.



BUS!: could be a chance for some serious publicity

Snorkel-mongous.

But joking aside (we like bus enthusiasts really), it looks like being a great opportunity not only for first-class entertainment, but for some publicity-conscious bus company to dig up a few quid's sponsorship money for the opening night. All details from the theatre on 0171 700 6877.

DRINKS MACHINES AND CATERING EQUIPMENT

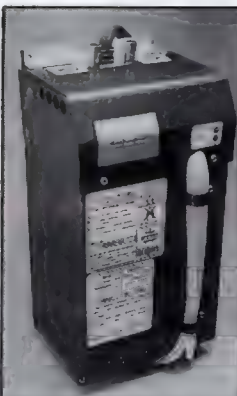
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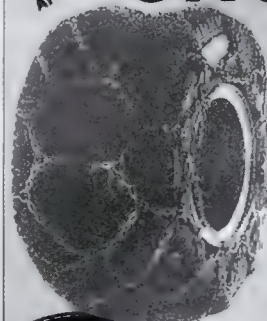
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LETTER OF THE WEEK



This body could do us more harm than good

From Peter Shipp

I have been very sad about the recent launch of The Coach Association, not because I doubt the sincerity of its aims, but because I firmly believe that it is a move which will be seen by the Government as an ideal opportunity to divide and rule.

In his keynote speech to the CPT conference in Edinburgh less than a month ago the minister Steven Norris said (and I quote from the text of his speech which has been subsequently circulated): "You will be, in my view, immensely well served by preserving the integrity of a single representative body."

"That is actually the way that you talk with clout. That's the way that you can talk with clarity and in context, not seeking to divide and sub-divide, but actually speaking together as an industry."

"There's a very old adage, 'United you stand, divided you fall'..... you do represent, in

the CPT, a fairly wide and diverse range of views... but I am quite sure that it is in your positive best interests that you continue to be represented by a single united representative body."

Your editorial (CBW, 4 November) also put the case well for keeping a strong, single and united voice within the industry. The CPT is not perfect - few organisations are - but it has achieved a lot for the industry as a whole, much of it unsung and perhaps unappreciated.

Surely it will be better for those members of CPT who have now joined The Coach Association to remain within the CPT and use their undoubted clout to make sure that this well-established and well-connected trade body argues their case better than perhaps they feel it has done so far.

Steven Norris said it all at the Conference - once they realise that there are two bodies purporting to speak for what ministers perceive as a single industry, there is every chance

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Letter of the week wins a Corgi Classics model bus

that the Government will see us as speaking with a divided voice and may well end up taking notice of neither.

Now, perhaps more than at any time in the past, we have the opportunity to make the case for public transport. I fear that some members of The Coach Association may have been enticed into thinking that a commercial lobbyist can make their case more effectively. What I heard from the minister in Edinburgh, and what I have seen and heard elsewhere, makes me very doubtful that this is so.

Peter Shipp
Joint managing director
EYMS Group Limited
Hull

Not time for champagne

From Alan Townsin

Tommy Bryceland is quick to Wayman's defence of the National Bus Company, citing the 1,000 new vehicles ordered for Stagecoach (CBW, 21 October). Up to a point, the latter is a very praiseworthy event, incidentally reinforcing my view that operators who do not feel threatened by competition are the ones with the confidence to make some real progress in updating their fleets.

But closer examination reveals that, of those Stagecoach orders, 170 chassis (of type unspecified) are for use abroad, 400 are Mercedes-Benz minibuses, and deliveries are spread over 16 months. From 1973 to 1979, NBC placed over 1,500 new vehicles in service every year, except for 1975 - of these, virtually all were British-built and very few seated less than 40 passengers apiece. During that time the fleet strength was around 18,000, so that regular intake was in keeping with NBC's 12 year vehicle life policy.

Judging by what I see locally, Stagecoach still has quite a long way to go in replacing the Leyland National 1 and Bristol VRT buses inherited from those self-same NBC orders, now all well past their sell-by date on the basis of the policy in the allegedly bad old 1970s. They tend to look their age, too, no longer having the benefit of the thorough intermediate overhauls at central workshops nowadays regarded as 'unnecessary', though the impractical Stagecoach livery doubtless doesn't help. Of course, if Mr Bryceland

wants to talk about big orders, how about the days when London Transport ordered RT buses at 1,000 a time from AEC and, with the Leyland RTL and RTW versions, the peak annual intake of such buses for this one fleet was 1,810 in 1950? Maybe he wouldn't count that as 'recent British bus history', but even in 1979, the annual bus (excluding coach) deliveries in Britain amounted to 3,300 in total, the NBC's intake that year was 1,563, of which about 1,200 were buses. When the whole industry can get back to a state of confidence such that every 100-bus fleet could expect eight or even six new vehicles every year, then it might be time to pop the champagne corks.

Alan Townsin
Steventon
Hants

Action on Blackpool

From Allan Edmondson

I was interested to see the article on vandalism at Blackpool during the illuminations period (CBW, 4 November).

Through your magazine, I would like to reassure operators that CPT is treating this serious matter with some urgency.

Contact has been made with the local authority, the Tourism Department of Blackpool, and the local police following discussions both with Mr Mayne and Mr Abbott.

Coach and Bus Week ending 18 November 1995

We are hopeful of an early meeting to establish a firm plan and commitment to coach security adequately reflecting the considerable economic benefits that Blackpool derives from coach-based tourism.

Allan Edmondson
Confederation of Passenger Transport
London

Cheap but not cheerful

From Anon

While East Yorkshire Travel may be servicing a marketplace of 'thrifty Yorkshire folk' by running them around in 80's technology (CBW, 11 November), I am not sure he is doing the rest of the coach tour market many favours.

The 'cheap and cheerful' approach is a relatively poor introduction to coaching for anyone trying to leave the car at home. Do EYT staff point this out at the time of booking?

Do they say, "I should point out that, by comparison to many coach tours, our vehicles are rather old, and are matched to an average standard of hotel"?

The seasoned coach tourer will know you can pay a little more and get a lot better quality. The rest of the holidaymakers put the whole thing down to experience, and book an air rail tour.... or take the car out again.

Name and address supplied



New for 1996: Mitsubishi Aero Queen II offers 420bhp, speed-variable power steering, seats that rotate to face the c



Show stealer: Hino S' elega GD Kyoto Special



... and the interior with its 'legless seats'



Hino Liéssé RX Excellent Saloon to

Coach and Bus Week ending 18 November 1995



centre and integrated auto-pilot system with display



wn coach



Nissan Diesel's new Spacewing tourer

Showing off in Japan

Auto-pilot, collision warning system, deceleration energy converter, computer controlled hand-brake.

Danny Coughlan reports from the land of innovation

ONE in 10 Japanese are employed by their nation's motor industry. And the sector accounted for 13.4 per cent of Japan's Yen 42 trillion industrial output last year, according to JAMA (Japan Automobile Manufacturers Association). No wonder the bi-annual Tokyo Motor Show attracts nearly two million visitors.

The commercial vehicle hall housed 11 domestic and foreign manufacturers. This included Japan's big four: Hino, Mitsubishi, Isuzu and Nissan Diesel, which dominate the home market.

Mercedes-Benz is there, but it remains without a replacement for the 0303 touring coach as no right-hand-drive 0404 exists. Volvo supplies engines to Fuji Heavy Industry for use in its new Subaru Asterope touring coach, but that's it.

Japan is the second largest market for commercial vehicles in the world. Despite this coach and bus sales were down 6.2 per cent to 17,843 units in 1994. Japan's bus parc numbered 245,387 at the end of '94, says JAMA.

Mitsubishi

Mitsubishi showed the 1996 version of its successful Aero Queen series. The 12-metre Aero Queen II offers a 420-horsepower, 21.2-litre engine and speed-variable power steering. Each pair of seats rotate so that all passengers may face centre.

Other technology included a head-up display panel and an integrated auto-pilot system that, in addition to offering cruise control uphill and down, adjusts a coach's speed relative to other vehicles.

Should an overtaking vehicle cut in front the system will automatically brake and restore the minimum separation distance. Mitsubishi also revealed it is developing turbo-compounding for inter-city bus engines as well as unit injector and exhaust gas recirculation for all its diesels.



►►► Nissan Diesel

Nissan Diesel's Spacewing competes in the touring coach class. Its features include a 'Traffic Eye' collision warning system and an automatic fire extinguisher system fitted throughout the vehicle.

The company has developed its own engine brake similar to the Mercedes 'constant throttle' system, and is rapidly developing common-rail fuel injection for its mid-range diesels.

Hino Motors

Hino, too, unveiled an electronically controlled common-rail fuel injection system, this time on a new family of engines. The three share similar components to offer the same bore and stroke in a four, five and six cylinder layout.

Hino says the J-Series units are among the quietest and most fuel efficient in their class. And it believes the emissions gains will do much for Japan's smog filled cities.

Hino stole the show with the Kyoto Special. This bus with a Japanese-style interior is intended for tours of the ancient capital. It comes complete with sliding paper screens, 'legless' seats and scented tatami mats.

Hino also showed its standard Liéssé RX Excellent Saloon 10-seater coach and the Blue Ribbon RU city bus. The latter was equipped with the HIMR.

HIMR converts deceleration energy into electricity which is stored in batteries. This energy is then played back via an inverter to accelerate the bus from rest. The system also replaces the starter motor and alternator.



Isuzu Super Hi-Decker tourer

Isuzu

Isuzu's standard coach is the Super Hi-Decker. Its latest option is Kick Start, a computer controlled brake release system. Kick Start is intended to make hill starts safer and easier.

Once stopped the driver merely concentrates on coordinating throttle and clutch. Kick Start's electronics release the brakes automatically. Clutch life for city based vehicles can be improved by as much as 30 per cent, Isuzu claims.

Isuzu's range of permanent magnet retarders remain unique. Weighing just 45kgs for the heavy coach version the unit consumes no power and is maintenance free.

For the workshop

Robohiter is the name given to a self guiding 'learning' robot which can Hoover and scrub your warehouse and workshop floor unaided. Bearing a striking resemblance to R2-D2, the garbage bin size robot of Star Wars fame, the battery powered AV-31/71 learns the layout of any floorplan using infrared vision.

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- 1994 L DAF MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
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- 1993 K DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
- 1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
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- 1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
- 1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
- 1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
- 1989 F DAF MB230LB Plaxton 3500, 53R
- 1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
- 1989 F DAF DHTD Duple 320SL, 51R/Toilet
- 1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
- 1988 E DAF SB2300 Duple 340SL, 53R
- 1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
- 1988 E DAF MB230LB Plaxton 3500, 53R

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- 1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
- 1990 G DAF DHTD Duple 320, 57R
- 1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
- 1987 D DAF SB2300 Van Hool Alizee H, 49R/Toilet
- 1987 D DAF MB230LB Duple 340, 53R
- 1987 D SCANIA K112 Jonckheere, 51R/T
- 1986 C DAF MB200FL Plaxton 3500, 51R/Toilet
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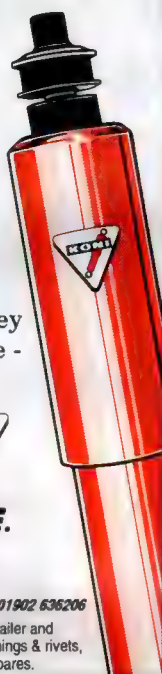


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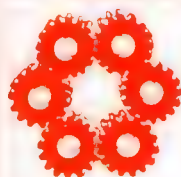


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1988 Volvo B10M, Paramount 3500, 51 seats + toilet	£55,000
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1979 Leyland Leopard, Supreme IV Express, 51 seats, new MoT	£5,000
1980 Volvo B58, Duple Dominant II, 57 seats, new MoT	£7,950
1981 Ford R1014, Duple Dominant IV, 45 seats, unusual vehicle, new MoT	£4,000
1977 Bedford YMT Supreme III, 53 seats, Cummins engine, new MoT	£3,500
1978 Bedford YMT Supreme III, 53 seats, cheap and cheerful, MoT 2/96	£2,000
1977 Leyland Leopard, Duple Dominant I (Phase II), 53 seats, power door, MoT 7/96, very clean	£3,500

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1978 W reg Bedford YMT Dominant Bus, 53 seats, new MoT, one owner from new	£3,000
1982 Ford R1015, Wadham Stringer, Vanguard, 45/52 seats, new MoT, choice	£4,500
1976 R reg Leyland National, 49 seats, new MoT	£2,500
1983 Volvo, B57, Wadham Stringer, Vanguard, 45 seats, new MoT	£7,000

DOUBLE DECKERS

1979 Daimler Fleetline, ECU, Low Bridge, 75 seats, Gardner engine, new MoT	£6,000
1982 Leyland Atlantean AN68 Willowbrook, 78 seats, new MoT, choice	£8,000
1964 AEC, Regent V, Park Royal Open Topper	EPOA

MINIBUSES

1986 Iveco, 49.10 Robin Hood, 19 seats + 7 standees, above average condition, MoT 4/96	£3,000
1986 Dodge, 50 series, Reeve Burgess, 23 seats, above average condition, MoT 7/96	£3,750
1984 Ford Transit, diesel, Mellor 16 coach seats, new MoT	£1,950

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THE BUS GARAGE

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Clean exhaust: with filter in place particulates are reduced if a soluble catalyst is added to standard diesel

Laying a trap

Leaside Buses has made a decisive move to cut exhaust emissions without resort to new engines or special fuel. Mike Morgan investigates

ACKNOWLEDGING that the issue of pollution in London is one of continual pressure from various sectors, Leaside Buses decided to link up with ECS (part of the Lubrizol Corporation) to undertake a test programme on a development of a diesel filter, the EZ Trap.

"The London environment is probably the most onerous for any bus operator," said Steve Clayton, managing director of Leaside Buses which is part of the Cowie Group. "It's all stop/start work and in somewhere like Oxford Street, speeds can be as low as 5 miles per hour. If the EZ Trap could work here it could work anywhere."

The EZ Trap substantially reduces harmful particulate (PM10) by up to 90 per cent, and tackles black smoke emissions. It usually replaces the silencer, and runs on standard diesel fuel plus a soluble catalyst.

"The kit is very easy to fit," said Mr Clayton. "From an operator's point of view it's ideal because there's no maintenance. We've found you can fit it with complete confidence."

Tests began in 1991 with two Metrobuses powered by Gardner 6LXB engines being the first vehicles to be fitted with the EZ Trap. Since then, others have followed and the company now runs a total of four buses - two Routemasters

and two Metrobuses fitted with the filter.

Frank Messenger, technical services manager at Leaside Buses and the Transport and Road Research Laboratories have monitored the results. Reductions achieved in particulates and black smoke range from between 69 per cent and 98 per cent depending on the type of bus and the driving cycle, together with reductions in carbon monoxide and hydrocarbons.

Although filters in general have come in for criticism because they do not reach the temperature required to burn off the collected particulate, this has not been a problem with the EZ Trap. The use of fuel soluble catalyst ensures oxidation at 380 degrees C which is within the normal operating temperature of an urban bus.

The manufacturers claim that the EZ Trap is almost maintenance free - designed to be a passive operating system which requires no maintenance on the operator's part to enable it to function. Leaside Buses' experience has borne this out. From the drivers point of view the filter has no moving parts, so there is nothing they have to do to the filter at all.

For Leaside Buses, the biggest challenge to running the EZ system has been in controlling the level of catalyst, consisting of 50 part per million (ppm), in the fuel to obtain the maximum reduction in emissions but this has only arisen because of the natural problems of running only four buses on a separate fuel system to the rest of the fleet. When a whole garage is operating on EZ Traps, as Leaside Buses are proposing to London Transport Buses as the next step, this concern will disappear. ECS has confirmed that there is an optional dosing meter available with the system which is capable of controlling the mixture rate very accurately and consistently.

Mr Clayton said: "The issue of pollution is one to which bus operators in London should be both responsible and responsive." But he admits that operators can't do it on their own. "There's absolutely no commercial advantage in taking measures like this. It's really up to the government to decide what value it places on the environment."



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Take a look inside and spot the difference

To the public the look of a coach is all they have to go on and this can make a significant difference to bookings. Mark Williams reports on how operators cope

LET'S be honest with each other. The buying public knows precious little about coaches. In a private hire market in which very few punters can tell their Setras from their Skyliners - and with personalised plates, take a guess at the coach's age - judgement is passed almost the moment they climb aboard. There's a world of difference between tatty and smart.

Even in trade-to-trade markets, the emphasis tends to be on quality and equipment level rather than age and model. Which is why many operators choose the refurbishment route to 'new' vehicles, rather than forking out every August.

That's always been the case, but the past few years have seen a trend towards re-specifying coaches rather than simply giving them a re-trim.

The dealer's view

"Coach body styles seem to have stabilised fairly well now," said SJ Carlton boss Stuart Johnson, whose company policy is to re-fit a very limited number of vehicles based on a number of factors. "It's getting more difficult for customers to tell the difference

between one coach and another, and products which haven't changed radically and are still being made are obvious candidates.

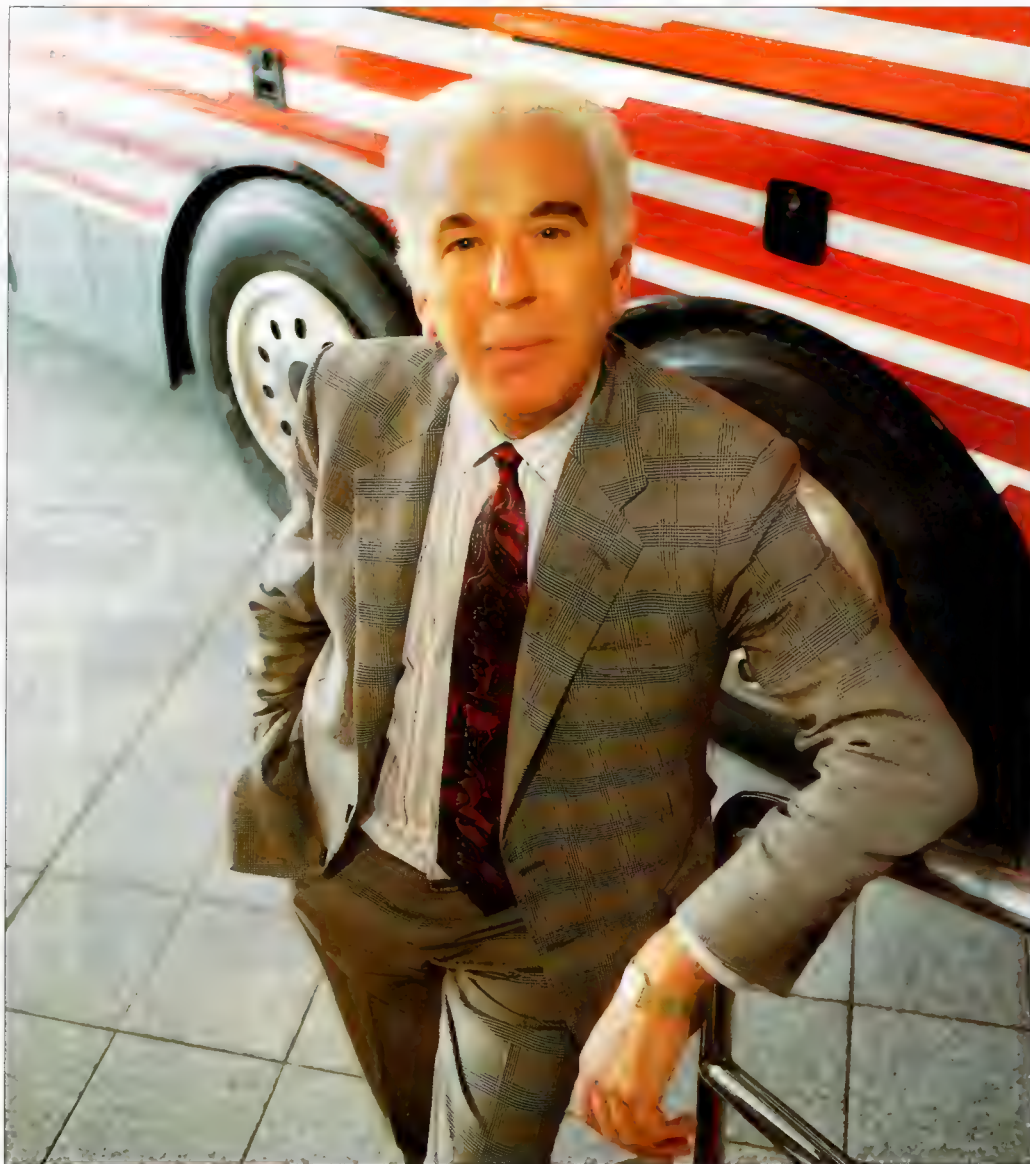
"Seat re-trimming is a major priority, since it can transform the interior of a vehicle. But not every vehicle is suitable for extensive work. When we get a second-hand vehicle, we assess the cost benefit to us. Premium-quality coaches less

than 10 years old have potential, particularly where they're well used but mechanically sound."

Mr Johnson said he's always looking at the speed of turn-around, too, before going ahead with refurbishment. He said vehicles between £40,000 and £100,000 are most readily saleable, and that if after refurbishment, the coach stays within that bracket, it's a candidate.

"We're always happier when the buyer specifies the refurbishment, at whatever level, after seeing the vehicle in its original state. Then, we can tailor it specifically to his operation."

Seat re-trims (done at Eastgate Coach Trimmers), low-bake repainting in SJ Carlton's modern facility, re-flooring, re-engining, and the addition of new equipment can all



Stuart Johnson: 'products which haven't changed radically are obvious candidates'

be ordered at point of sale... and often at lower cost than the operator doing it himself.

"In the first place, all refurbishment is billed at internal cost, not retail. In the second, we can co-ordinate all areas of the work to a high standard. And finally, we do have buying power," he points out.

Like many dealers, Mr Johnson finds that many operators prefer to do their own refurbishment work. Of a recent fleet intake, more than 60 per cent of the coaches left SJ Carlton 'as seen' though they all needed work.

Specialised re-fits seem to be gaining some ground, though. At Yeates, coachworks manager Bill Hind said the demand for retro-fitted toilets, serveries and AV equipment is high, while he is increasingly being asked to fit wheelchair lifts.

"It's not just the classic 'welfare' style of vehicle - older coaches - to which they are being fitted. I've just done two late Plaxtons with side lifts. It's a noticeable trend to have coaches adapted," he said.

Just for looks?

It's not just equipment for social need or good looks that is in the refurbishment melting pot this year. Almost any refurbishment is likely to encompass, at the very least, a quote for seatbelts. Safety - or the Government's eventual interpretation of it - is a refurbishment issue.

It's bad enough that the legal ground rules have yet to be laid



Almost any refurbishment is likely to encompass, at the very least, a quote for seatbelts

by legislation, but there are also a number of cowboy seatbelt fitters ready to trap the unwary, says the recently-formed Seat Belt Fitters Association.

"I've seen the wrong belts, belts without 'kitemarks,' belts fitted in the wrong position and belts fitted at ridiculous cost," said one of the SBFA's founder members, Roger Stemp. "Operators are paying up to £25 each for belt fitment, and being conned"

Enter the SBFA, formed as a result of approaches from three major insurance companies who are concerned that, even when the belt itself is approved, the fitting is sub-standard and may increase their risk. According to Mr Stemp, once standards are set by the SBFA and are applied by all its members, the confidence of insurers will be reflected in reduced premiums.

This year has been one of the most buoyant for new coach sales this decade. Increasingly, passengers get greater exposure to not only seatbelts but to modern interiors and facilities, and demand for quality and equipment will increase... and if operators have a realistic attitude, so will hire rates. It happened this summer, when you couldn't hire an air-con coach for three months, but those in work justified the extra cost.

The trouble is, many coaches with years of healthy life left in them, specified when a coach was just a coach, are being overtaken by demand for a VIP journey. Refurbishment can provide a cost-effective route to this increasingly sophisticated market.

Easy to fit and multi-utility - a winning combination



AirLight: combined lighting and air duct from Transmatic with advertising display space

TIME saving in the workshop and multi-utility are the two main selling points for Transmatic Europe's Superlux AirLight ducting.

The modular, two-piece ducting mouldings incorporate lighting and advertising display space, saving up to 80 man-hours on a double-deck bus for fitment of the two separately.

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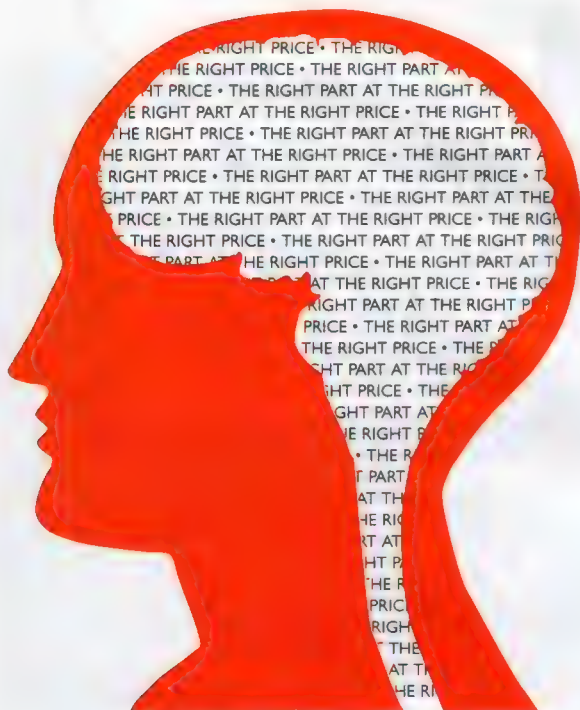
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Check belt label for E numbers

OPERATORS fitting seatbelts have been warned by a top manufacturer to watch their E numbers.

European-approved belts carry labelling to say that they are tested to comply with the latest safety standards - standards which may become a part of seatbelt legislation next year. Without those marks, the seatbelt itself may be suspect.

"Properly approved belts will have a large release button with a reasonably light action which will release even under load," said David Lamb, md of Carstyle of Bedford. "A good belt should be easy to operate and shouldn't hinder passengers' exit from the coach in an emergency."

Mr Lamb said large numbers of inferior belts have reached the market. Thankfully, the problem of belts with forged approval marks seems to have been ironed out, but there are still some poor quality belts around. For more information Carstyle can be contacted on 01234 352243.

Cleaning up - safely

CHEWING gum and graffiti together cost the coach and bus industry thousands of pounds every year.

The traditional solutions are usually powerful and sometimes hazardous solvents which employees hate using, and bring with them COSHH and CHTP 2 regulatory control. Which is why Delta says its latest products will soon be, quite literally, cleaning up in the market.

Felt tip pen, permanent marker, spray paint and ballpoint graffiti are usually tackled with several solvents, some of which can attack plastics and interior paint. Delta Activator has none of these problems, and can be used on ABS, moquette and painted panelling to remove all of the common graffiti.

Delta DP200 removes chewing gum from most carpeting, cork, Altro or Treadmaster floors, and from moquettes. It can also remove gum residue from plastic and paper signs and labels.

Both products are non-hazardous, non-aerosol and has a gentle, pleasant smell. For full details, contact Delta (AG) on 01926 403711, or 01934 843845.



No matter how plush the coach retrofitted seatbelts must have E numbers otherwise they could be suspect

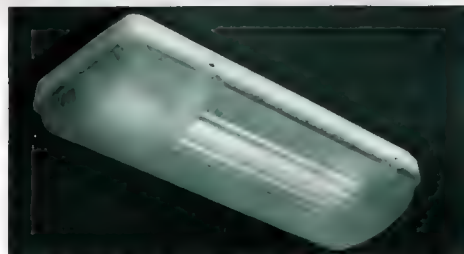
Shedding light on the subject

THORN has targeted the coach and bus market with a new luminaire designed for modern, energy-efficient 11 and 18 Watt 4-pin fluorescent lamps.

The surface-mounted unit, with a moulded GRP base and polycarbonate diffuser, comes as a standard 24V DC, but 12V

DC units are available to special order. A 24V DC inverter is also standard, mounted on a PCB surrounding the 4-pin lampholder assembly.

The Bus Luminaire is available to order from Thorn of Romford, via any PSV electricals supplier.



Energy efficient: the Bus Luminaire



Flush ducting: Taylor Dyne's new heating for midis

A heart-warming tale of success

AN after-market Mercedes-Benz heating kit has been the success story of the year for Ringwood-based Taylor Dyne.

The simple system, which takes 90 minutes to fit under the bonnet and completely replaces the OE, has been selling like hot cakes! So far this year, 250 of the £175 kits have left Taylor Dyne, to be fitted to 608, 609, 811 and 809 minibuses.

Development of top-quality heating systems specific to vehicles has been moved a stage further by Taylor Dyne's encounter with the welfare vehicle market. With the need for wheelchair-retaining runners and other demands on the floor space, there is no room for floor-standing fan units or even for skirting heating in many cases.

So Taylor Dyne has been developing an all-new system in which warm air is produced beneath the floor and carried between the inner and outer skins of the bodywork, entering the cabin via flush ducting.

"There seems to be a trend towards providing heating solutions rather than supplying replacement units," said sales engineering manager Martin Cookson. "Clearly, that's a market we are developing."

Mr Cookson said he and his team would be happy to talk to any manufacturer of operator about tailoring a heating system for any special requirement, whether to replace worn-out systems or to meet a specific need. Taylor Dyne is on 01425 471152.

When Graffiti is attractive and serviceable...

ACCORDING to one of Britain's leading moquette suppliers, British coach operators are getting bolder.

"The market has always been somewhat conservative," said Terry Colbert, salesman at John Holdsworth, of Halifax. "But we've supplied much bolder colours this year. The operator has moved away from the traditional centre stripe of colour to all-over designs."

John Holdsworth has been a party to the change, introducing new designs incessantly. It now has 146 in its standard range, and one of this year's success stories has been Graffiti.

"If you like, it's a heavily patterned design which looks like it has already been scribbled on!" he joked. "It camouflages minor vandalism."

As with every order for moquette, it's woven strictly to order with a four-week lead time. And using the latest computer-aided design (CAD), John Holdsworth can produce custom designs in just a little more time. Minimum order for custom designs is 280 metres - about enough for four or five coaches - at a cost of around £4,500, or £1,000 per coach for a unique style. Contact Terry on 01422 349999 for details.



Out of fashion: bolder colours and patterns are replacing stripes

...it's worth waiting for

IF YOU want Eastgate

Coach Trimming to refurbish your vehicle, be prepared for a wait.

The business is booming, says partner Neil Fowler, with an average two-month waiting list, depending on the work to be done. For the Pickering refurbishing specialist has one major problem... getting experienced trimmers.

A team of Eastgate professionals working on a modern vehicle can completely strip and replace the interior in a couple of days. Older vehicles often take much longer.

"We get every age of coach in here," said Mr Fowler. "Some

are early '80s coaches with seats that look like new. Then we might get a G-reg National Express coach with seats that are almost black."

In the four years Mr Fowler has been in the business, he's watched the fashion for all-over design be replaced with the centre-stripe, then return to all-over patterning... particularly random pattern such as Holdsworth's Graffiti (above).

The cost of a complete re-trim from the racks down to the toilet varies according to coach type, but is typically around £5,000 including moquette supplied ex-stock. Contact Neil Fowler on 01751 472229 for more information.

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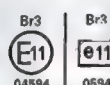
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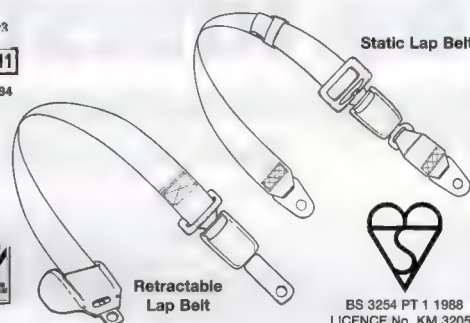
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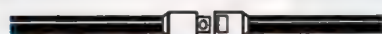
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SCANIA

The latest generation of Scania

Exchange deal enables company to stay with favoured manufacturer

by Mike Morgan

FENLAND-based Fowlers Travel has replaced three Plaxton Derwent-bodied Scania K93s with an equal number of the latest generation Scania local service bus, the L113.

Throughout six-and-a-half years operating a 12-hour-day, six-day-week service on the Spalding to Kings Lynn service, Fowlers' Scania had proved their reliability in the eyes of partner John Fowler. He told *CBW*: "We haven't had a moment's trouble. In fact I can count the days they've been off the road and most of those have been for test preparation."

However, in the interests of retaining the high levels of reliability and lower maintenance costs available from new buses, Fowlers returned to Scania Coach

Sales of Workshop for an exchange deal.

The new L113's have low frames compared with the coach-chassis K93s which had level gangway along the full-length of the 57-seat Derwent body.

Mr Fowler explained that the L113's virtues of a lower, more accessible entrance had to be traded-off against seating capacity reduced to 51. Bodywork on the £98,500 buses is Northern Counties' Paladin.

Buses leave Fowler's Dog Drove garage near Holbeach from around 6 am and return some 12 hours later after operating the tightly scheduled 85-minute route inherited when Lincolnshire Road Car moved out of the area. Former Green Line Leyland Tigers from the 21-vehicle fleet supplement the Scania at peak times.



BIRMINGHAM BUS CENTRE

Mercedes-Benz give Busy Bus new upmarket image

THREE brand-new Mercedes-Benz 811s bodied by Mellor and supplied by Birmingham Bus

Centre are to be seen in Great Barr, Bilston and Walmley, operating a new high-profile

services for the Busy Bus Company.

The vehicles carry the dis-

tinctive Busy Bee symbol of this new operation which is part of the expanding group of companies founded two years ago by ex-West Midland Travel driver, Pete Jones and his son Kevin.

Pete's Travel is already a familiar name, with over 40 mini and midibuses on competitive local services in the Black Country and around Solihull. To date, only reconditioned second-hand buses have been bought.

Managing director Kevin Jones said: "Having built the company up, we now feel that the time is right to expand our services and to offer a top quality product which will help to attract new customers. New buses are essential for this and they represent a major step forward."

"We believe that our new identity is a winning formula, and can only build on the popularity which we have already achieved."





anias join the Fowlers' fleet



MOSELEY

Bova will add class to 'ordinary work'

ANDY James is waiting until 1 January before putting his first new full-size coach on the road.

Displayed on the Bova stand at Coach & Bus 95 and supplied by Moseley (PCV) Ltd of Doncaster, Mr James' new coach is a 53-seat, seatbelt equipped Bova Futura Club.

Mr James selected the £133,500 Dutch-

built coach after exhaustive research of the new coach market and designed the primrose, white and brown livery to suit the Futura's lines. He told *CBW* that he didn't want a high-liner because it would prove too expensive and lack the operating flexibility of the low-line Club. He opted for Cummins C-series power for fuel economy in a 17-vehi-

cle fleet which contains two deckers, around a dozen Leyland Leopards and four Mercedes-Benz midis which are less than two years old.

Although Mr James says the new coach will be used on 'ordinary work' it's specification includes double-glazing, curtains, colour monitor and video installation. **CBW**



Tips for top colour pictures

- 1, Use good colour print film (Fuji, Kodak, Konica, Agfa).
- 2, Wash the vehicle before photographing it.
- 3, Take the coach to an open space, if possible.
- 4, Take the picture with the sun on your back.
- 5, If it's a dull day, always use the flash.
- 6, Take a 3/4 view picture (showing the front and side) or profile.
- 7, Get in as close as possible, so the vehicle fills the viewfinder.
- 8, Avoid having objects in the background 'growing' out of the vehicle's roof.
- 9, Use a medium-priced, high street development lab.



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MoT Jan '97£75,000

PX contract vehicle
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49/53 seats, R & C, WC,
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Plaxton 3500, 1984, 51 recliners,
sunken offside rear toilet, water
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DAF MB200, Duple

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57 seater, Plaxton 3200,
very good condition inside,
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Private reg, power door,
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seater + toilet, MoT July 1996
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53 recliners

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Office Hours

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First registered 11/8/94, MoT'd till September 1996, 51 rear seats + courier, toilet to o/s rear and continental door, water boiler, video monitor, radio/pa/tape, curtains, carpet, double glazed tinted side windows, wheel trims, tables etc.

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1990

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2.5 DI diesel engine, 16 fully adjustable luxury high back cloth seats, Ratcliff tail-lift, room for wheel chairs, air doors, PSV specification, direct from Local Council.

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F 1989 JONCKHEERE MAN

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£67,500 ono

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740444 (J17 M4)

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LEYLAND

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All prices plus VAT

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Various MoT's to

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47 seats or 37 with three fixed chairs. All recline with TV & Video.

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B 1984

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(J17 M4)

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Inc. spare parts and glass

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ALL + VAT

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Both with high back coach seats.

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USED

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(60133/MB)

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Coach and Bus Week ending 18 November 1995

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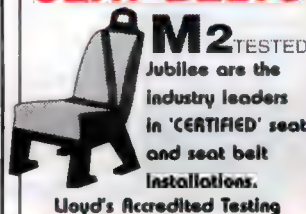
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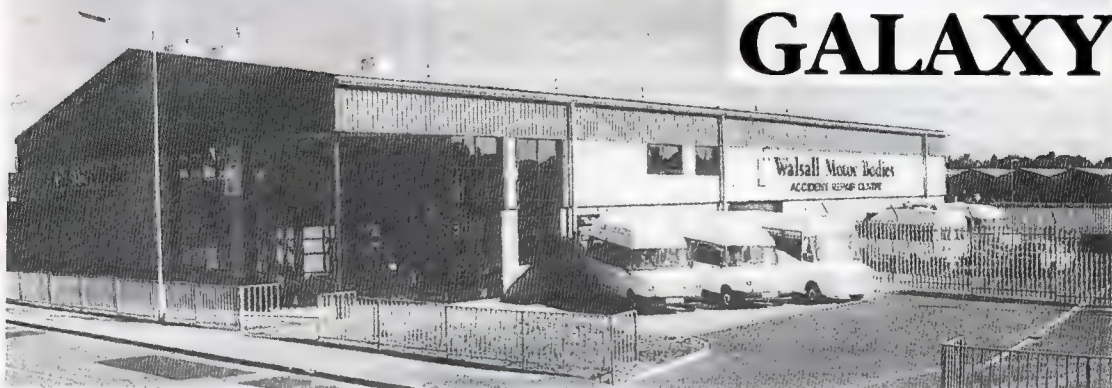
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G Reg FORD TRANSIT, 15 seat diesel, newly converted £6,495

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8 seat full conversion from £1,750

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Coach seats supply only

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MoT, petrol, 1721cc

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16 high back seats on tracking, soft trim, tinted windows, parcel racks, quad vent, rear exhaust heater, lowered entrance step, radio/cassette + 8 speakers, 4 interior lights with dim facility etc.

Price £18,995 + VAT+RFL.

As above Turbo

Price £19,995+VAT+ RFL.

Merc 410, luxury high spec, 16 forward facing seater minibus, full side skirts.

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3 x 1990 'H' manual V8, twin turbo £109,000 each

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In excellent condition, Mercedes V10, Telma retarder, everything works!

£118,000 ono

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1989 FORD TRANSIT, 2 litre DI diesel, 16 seater Dormobile, racks, p/door, tested Feb '96 £9,950

1989 G REG FORD TRANSIT petrol Dormobile, 16 seater + 16 belts, new conversion, luggage racks, p/doors, test Sept '96 £9,950

1989 F REG MERCEDES BENZ 507, Reeve Burgess, 16 seater, tested Aug '96 £10,250

1987 FREIGHT ROVER DORMOBILE, diesel, 16 seater bus, power door, test Feb '96 £2,450

1987 E REG TOYOTA OPTIMO, 19 seater, lap belts, 4 cylinder, power door, large boot, test Jan '96 £10,500

1984 FORD TRANSIT, petrol, Mellor, 16 high moquette seats, test Sept '96 £3,250

NON PSV

1992 DAF 200 Petrol, 12 seater, 28,000 miles £6,850

1990 FORD TRANSIT 100 L, 12 seater, lap belts, MoT £5,500

1990 FORD TRANSIT SWB Petrol, 12 seater, tested March '96 £5,250

1988 FORD TRANSIT, petrol, SWB, 12 seater, MoT £3,500

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1990 OMNI, PSV/wheelchair, power door, fitted 12+ w/chairs, Perkins diesel ZF, could be 16+ w/chairs or 6 seated + 5 wheelchairs, low mileage. Offers to Blythwood Motors on 0141 221 3165 or 0141 639 6107 anytime. (60217/OMNI)

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Coach and Bus Week ending 18 November 1995

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1 year's MoT, TV, video, PA, tea machine, WC, 51 seats, base white.

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NEW SCANIA N113 DOUBLE DECK SERVICE BUSES

NEW SCANIA L113 SERVICE BUSES

NEW SCANIA K113 VAN HOOL ALIZEE, 49/53 R. seats

NEW SCANIA K113 CENTURY, 49 R. seats, air con

USED SCANIA

1993 K SCANIA K93 PLAXTON PARAMOUNT 3200, 53 recliners, radio/PA/cassette.

1990 G SCANIA K113 PLAXTON PARAMOUNT, comfort shift gearbox, Telma, 53 recliners, courier, d/glazed, radio/PA/cass, white.

VOLVO

1991 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners, toilet, radio, PA/cassette.

1988 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners, toilet, radio, P/A cassette.

1992 K VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, radio/PA/cassette.

OTHERS

1981 FORD R1114 PLAXTON SUPREME, 53 seats.



Reliable Vehicles Limited

SCANIA SCOTTISH DISTRIBUTORS

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(60073/SC)

1988 NEOPLAN, 77 seater, Mercedes V10 engine. Offers. Tel. Blythwood Motors, Glasgow, 0141 221 3165 or 0141 639 6107 anytime. (60216/NE)

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VAN HOOL ASTRON

60 seat full executive in beautiful condition and must be seen to be fully appreciated. Very much still a front line vehicle that has been maintained at the highest level. Full inspection records available.

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ACCEPTED**

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Evening 218213**

(60076/VAN)

1982 P/PLATE, VAN HOOL, DAF MB200, 49 recliners, full exec, with 2 TV monitors, centre toilet, MoT Feb 96, £23,500. **Tel Adrian or Michael on 01249 740444 J17 M4.** (60122/VAN)

'84 M.A.N. ASTRON, 61 recliners, twin deck, toilet, video, tested, offers. **Tel: Blythswood Motors 0141 221 3165 or 0141 639 6107 anytime.** (60218/VAN)

VOLVO

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Plaxton Paramount 3500. Full air con Executive, low driver, seatbelts, wired for video. Tested August
£84,950

1991 H Reg VOLVO B10M

Plaxton Paramount 3500, 53 recliners, wired for video, stereo radio cassette, PA, courier seat, seatbelts. Tested September 96
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1984 LEYLAND TIGER

Duple Dominant, 53 seater, new seats with seatbelts, new paintwork, air door, tested Oct '96, mint condition
£16,950

**Wrays of Harrogate
Tel: 01423 522466
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(60147/VO)

VOLVO B10M SLEEPER COACH

Includes: 15 bunks, W.C., washroom, servery, fridge, cupboards, wired for video and stereo, curtains, carpeted throughout, full Sutrak air conditioning, Webasto, 14 reclining seats and tables, 240V supply from 5KW generator, driver's bunk. Excellent runner (could be put back to 53 seater), MoT till February 1996
£20,000 plus VAT
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1988 B10M VOLVO JONCKHEERE P599 LOW DRIVER

51 recliners, rear toilet and continental door, video/monitor, hot water boiler, curtains & carpets and alarm, used on tours only.
£63,750 + VAT
Will take 33/35 seat mini coach as part exchange
**WAUGH'S COACH TRAVEL
(Cumbria/Northumberland)
016977 47251**

(59935/CSVO)

VOLVO

1989 PP VOLVO B10M, Plaxton 3500, 53 recliners, all white exterior, grey interior, new MoT, immaculate condition **£68,000 + VAT**

1985 PP VOLVO B10M, Jonckheere Jubilee, 51 recliners, all white exterior, grey interior, new MoT, immac condition **£39,000 + VAT**

1979 PP VOLVO B58, Plaxton Supreme IV, 53 recliners, maroon and white exterior, grey interior, MoT 14/3/96, very good condition
£9,000 + VAT

1987 DAF DHS 2300, Plaxton Paramount 3500, 53 recliners, red and cream exterior, brown striped interior, MoT 29/2/96, very good condition
£46,000 + VAT

1988 DENNIS JAVELIN, 11 metre, Air Suspension, Duple 320, 53 recliners, red and cream exterior, brown striped interior, MoT 29/2/96, very good condition
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(Scotland)

(57587/VO)

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1990 VOLVO B10M VAN HOOL, 53 reclining seats with rear sunken toilet, drinks, double glazed, wired for video, TV, MoT's 10/96. Three off.....
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£70,000

1986 VOLVO B10M VAN HOOL, 52 reclining seats, rear floor toilet, wired for TV, video, MoT 10/96
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1984 VOLVO B10M GLT JONCKHEERE P90, 59 seats, fridge, drinks, toilet, retrimmed, engine and gearbox overhauled, wired for TV and video, MoT 3/96.....
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(60113/VO)

1987 (MAY) VOLVO B10M/PLAXTON PARAMOUNT 3500 HIGHLINER

53/51 recliners or 49 recliners and demountable toilet plus courier seat, manual 2F gearbox, two-tone grey/orange moquette - recovered 18 months ago, tango fully drawn curtains, mid-grey flooring, centre carpet, Blaupunkt radio/cassette/pa system, wired ready for tv/video and hot drinks facilities, Tempo 100 certificate, new 12 months test, one owner from new, used on high class tour work and recently on our own excursion and tours programme, below average mileage - top class vehicle.

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Full executive, excellent advert, new engine fitted by Volvo, two years warranty on engine, E.G.S. box, new clutch, MoT July 1996.

£82,500 ono + VAT

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01978 720171**

(60148/VO)

1982 GOLDLINER IV/B10M

49 R/S, recovered 18 months ago, rear toilet/continental door, MoT March 1996, can retest if required, double glazed, courier seats, radio/pa, tv/video.

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(60144/VO)

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49 reclining seats, centre sunken toilet and door, radio/pa, window blinds and carpets, excellent condition, 2 previous owners, p/p, wired for video, tested until May '96.

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(60008/VSM)

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TV/video, MoT new.

1990 (G) DENNIS JAVELIN DUPLER 320, 53 reclining seats
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1996.

1988 (PP) DAF S 2300 DUPLER 320, 57 reclining seats, all
over white, no lettering.

1987 (D) VOLVO B10M PLAXTON 3500, 53 reclining seats
and crew, toilet and continental door, new stretch panels and
retrimmed, MoT October 1996.

1980 (V) LEYLAND FLEETLINE, low bridge, single door, 75
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1979 (T) VOLVO B58 DUPLER DOM II, 53 seats, 12 metre,
power door. MoT new.

1979 (V) FORD ALPHA, 51 seats. MoT May 1996.

**1977 (PP) LEYLAND LEOPARD PLAXTON VIEW-
MASTER,** MoT June 1996.

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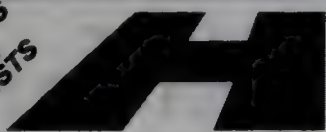
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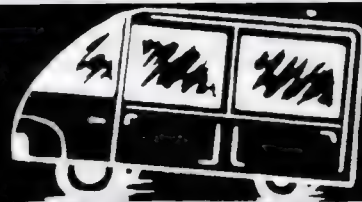
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The Council is aiming for an economic, high quality service and it cannot be stressed too strongly that there is a marked difference between this work and routine transport services. The contract will, initially, be for 28 vehicles with drivers and 6 self drive vehicles. Escorts may or may not be required. Some users have physical disabilities that may require special seats, restraints and/or wheelchairs.

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Applicants will be required to complete a questionnaire giving details of their company, financial status, experience, names of referees and existing clients. Applications to receive the questionnaire must be received by 3.1.96 and the completed questionnaire must be returned by 19/1/96.

The specification will be available for inspection by any person at the Town Hall Concourse Information Point, Wandsworth High Street, London, SW18 2PU from 16.11.1995 to 16.2.96 between the hours of 9.00am and 4.00pm Monday to Friday (excluding public holidays). A copy will be supplied to selected tenderers in due course; copies may also be purchased at a fee of £50 from the Director of Social Services at the address below.

Suitably experienced companies wishing to be considered should apply in writing to the Director of Social Services, Lyon House, Wandsworth High Street, London SW18 4LA (for the attention of Mr. John Sloan, Purchasing Officer, Tel. No. 0181 871 6257).

This advertisement has also been placed in the Official Journal of the European Community.

(60137/PN)

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Victoria Coach Station Limited is responsible for the operation of Europe's leading coach terminal. The last stage of a major refurbishment project was completed earlier this year, and the organisation of the Company is now being revamped for the needs of a developing and growing market.

Applications are invited for rewarding posts available now, involving customer care and station work, including mobility assistance, information, arrivals and departures control and a variety of miscellaneous functions. The selected applicants will have demonstrated an aptitude for customer care, commensurate with our achievement of a Charter Mark.

The rota provides for 5 duties spread over the 7 days of the week, with the earliest early shift starting at 0600 and the latest late shift finishing at 2300. Rostered pay for the basic 37½ hour week commences at £12900 for holders of all-types PCV licences (for movement of vehicles on and between our premises), £12500 for others. Appointees are required to qualify as First Aiders (if not already qualified), at our expense.

Applications with CVs should be submitted to G.A. Jordan, Administration and Staff Manager, by post to: 164 Buckingham Palace Road, London SW1W 9TP or by fax to: 0171 730 2589.



Awarded for Excellence

(60167/APP)

LONDON OPERATIONS MANAGER

Required by specialist **incoming tour operator** to supervise mini-coach operations mainly on London tourist work.

Adaptability, self motivation, ability to work under pressure, personnel management skills, and strong organisational and administrative abilities essential.

The position offers an attractive package and superb career opportunities.

For further details, write to: Bruce Cherry enclosing a full CV and salary history.

Back-Roads Touring Co. Ltd.

14a New Broadway, London W5 2XA. Fax. 0181 566 5457

(60179/APP)

COACH AND BUS WEEK

Classified Deadlines

BookingTUESDAY 1600

Bookings requiring ProofsMONDAY 1200

CancellationMONDAY 1200

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requires

DEDICATED AND SELF MOTIVATED INDIVIDUALS

For our busy 24 hour workshop facilities.

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Good remuneration and conditions for
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Please contact:

Box No. 60139

Coach and Bus Week

Wentworth House

Wentworth Street

Peterborough

PE1 1DS

(60139/APP)

Stagecoach
SELKENT

DEPOT ENGINEER, CATFORD

Applications are invited for the vacant position of Depot Engineer at our Catford Depot. Reporting to the Engineering Director, the successful applicant will be fully responsible for the Depot's engineering function and will be required to achieve and control high standards of vehicle maintenance and presentation of a fleet of over 150 vehicles.

A clear ability to motivate and manage a workforce of both skilled and unskilled staff is also a necessary qualification.

An attractive remuneration package is available to the right candidate capable of meeting this challenging position.

Applications, including C.V., should be sent to arrive no later than 11 December 1995 to:

**Mr B Juffs, Engineering Director,
Stagecoach Selkent, 180 Bromley Road,
Catford, London SE6 2XA**

(60075/APP)

Media

Parry new chief exec

BUS shelter advertising company Adshel has a new chief executive heading its parent group, More O'Farrell.

Roger Parry has risen from reporting, presenting and producing news programmes for the BBC and Thames TV, to founding London Radio, specialising in retailing and media business and, latterly, becoming head of US-based Carat - the \$6 billion turnover media planning and buying group.

Mr Parry's appointment shunts Russell Gore-Andrews into the chairmanship of More O'Farrell.

Coach and Bus

Torr goes to Renault

By Mark Williams

JOHN Torr, who left Plaxton sales some four years ago, has joined Renault's goods vehicle sales team.

Mr Torr was well-known for many years at Plaxton, but in his new post, will be solely engaged in LGV and HGV sales. He to be based near his home in northern England.

"John will be looking after our fleet sales chiefly in his own area, though with some clients in the south, too," said a Renault VI spokesman. "Because of his vast sales experience, several pundits



Torr: new post brings speculation

have asked whether this is a signal that Renault is getting into the PSV market.

"I can categorically state that it is not. We recognise that we do not have the product in the PSV market, and at present, there are no plans to develop this side of Renault's business in the UK."

Ferries

Stevens jumps ship but two more piped aboard

EUROLINK's public relations manager Nick Stevens has jumped ship and joined P&O European Ferries, but the press gang at the Sheerness ferry operator has engaged two new recruits.

Media House Europe chief execu-

tive Chris Riddell and his colleague Brian Paiune will now be handling the press and PR function. Based at Sittingbourne, Media House is the PR arm of Kent Messenger Newspapers, and both new staff have edited the group's titles. **CBW**

DoT

Head of Info

THE Department of Transport's new head of information is David McMillan, a civil servant whose various diplomatic posts have taken him as far afield as Morocco and Zimbabwe. Before his current post, Mr McMillan was secretary to the report on Runway Capacity in the South East (RUCATSE).

Bus

Award for Piper

JOHN Piper, md at Kentish Bus, has won a national diploma from the Institute of Road Transport Engineers.

The IRTE made the award for Mr Piper's paper at the institute's conference last May, entitled Operating for the Environment. The award was presented to him at the annual meeting at the Old Swan Hotel in Harrogate.



SUBSCRIPTION ORDER FORM

Coach and Bus Week is the news weekly for coach and bus operators. Transit provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: Transit is not available on subscription without Coach and Bus Week.

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Transit (Existing Coach and Bus Week Subscribers)

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Eire/Europe	1 year's subscription	£115
Airmail	1 year's subscription	£147

IT IS IMPORTANT TO ANSWER THE FOLLOWING QUESTIONS. THANK YOU FOR YOUR HELP.

YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

Owner/Director	<input type="checkbox"/> 01
Senior/General Manager	<input type="checkbox"/> 02
Engineering/Service Manager	<input type="checkbox"/> 03
Other (please specify)	<input type="checkbox"/> 04

2. What is your company's main business function?

Bus Operator	<input type="checkbox"/> 01
Coach Operator	<input type="checkbox"/> 05
Coach & Bus Operator	<input type="checkbox"/> 02

Local Government	<input type="checkbox"/> 03
Other (please specify)	<input type="checkbox"/> 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

	Buses	Coaches
1-5	<input type="checkbox"/> 01	<input type="checkbox"/> 10
6-10	<input type="checkbox"/> 02	<input type="checkbox"/> 11
11-15	<input type="checkbox"/> 03	<input type="checkbox"/> 12
16-25	<input type="checkbox"/> 04	<input type="checkbox"/> 13
26-39	<input type="checkbox"/> 05	<input type="checkbox"/> 14
40-100	<input type="checkbox"/> 06	<input type="checkbox"/> 15
101-400	<input type="checkbox"/> 07	<input type="checkbox"/> 16
401-1000	<input type="checkbox"/> 08	<input type="checkbox"/> 17
1000 +	<input type="checkbox"/> 09	<input type="checkbox"/> 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

	Pur	Spec	Rec
Vehicles	<input type="checkbox"/> 01	<input type="checkbox"/> 12	<input type="checkbox"/> 23
Parts/Spares	<input type="checkbox"/> 02	<input type="checkbox"/> 13	<input type="checkbox"/> 24
Oil/Fuel	<input type="checkbox"/> 03	<input type="checkbox"/> 14	<input type="checkbox"/> 25
Breakdown	<input type="checkbox"/> 04	<input type="checkbox"/> 15	<input type="checkbox"/> 26
Insurance/Finance	<input type="checkbox"/> 05	<input type="checkbox"/> 16	<input type="checkbox"/> 27
Fuel Cards	<input type="checkbox"/> 06	<input type="checkbox"/> 17	<input type="checkbox"/> 28
Training	<input type="checkbox"/> 07	<input type="checkbox"/> 18	<input type="checkbox"/> 29
Venue/Attraction Tickets	<input type="checkbox"/> 08	<input type="checkbox"/> 19	<input type="checkbox"/> 30
Ferry Crossing	<input type="checkbox"/> 09	<input type="checkbox"/> 20	<input type="checkbox"/> 31
Hotel Bookings	<input type="checkbox"/> 10	<input type="checkbox"/> 21	<input type="checkbox"/> 32
Theatre Tickets	<input type="checkbox"/> 11	<input type="checkbox"/> 22	<input type="checkbox"/> 33
Other (please specify)	<input type="checkbox"/> 34		

5. What type of work does your company undertake?

(Tick all that apply)

Private Hire	<input type="checkbox"/> 01
Day Excursions	<input type="checkbox"/> 02
British Tours	<input type="checkbox"/> 03
European Tours	<input type="checkbox"/> 04
Local Government Contracts	<input type="checkbox"/> 05
Emergency/Breakdown Services	<input type="checkbox"/> 06

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Return to: Mark Barton, Coach and Bus Week,
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